

FM  
2222

Burnet Rd

W Koenig Ln

Crystalview Station

Highland  
Mountain  
Station

35

183

Capitol  
A 183  
Center

# MAP BOOK

Phase 1, Step 2: Define Sub-corridors

Central Corridor High-Capacity Transit Study



November 2013

Barton Springs Rd

E 7th St

Airport Blvd

Spanglish Station

343

S Lamar Blvd

W Oltorf St

S 1st St

Riverside Station

183

E Riverside Dr

35

71

Press Ave

71

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“A” Maps = Central Corridor study area overlay

“B” Maps = Sub-Corridors overlay

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# EXECUTIVE SUMMARY

This Map Book is a data-driven foundation for the Central Corridor High-Capacity Transit (HCT) study. As shown in the Work Plan, the first phase of the study will identify and define the sub-corridors, eventually resulting in the selection of a priority sub-corridor. Sub-corridors consist of complementary development patterns and transportation infrastructure linking compatible land use and major destinations. As this study advances and new and refined data becomes available, the information in this document will evolve.

The data presented herein was used to identify the problems in the Central Corridor and develop the goals and objectives of the HCT study. This information was evaluated to identify reasonable sub-corridors and define their boundaries according to the definition above. This information will assist in the subsequent comparative evaluation of the sub-corridors.

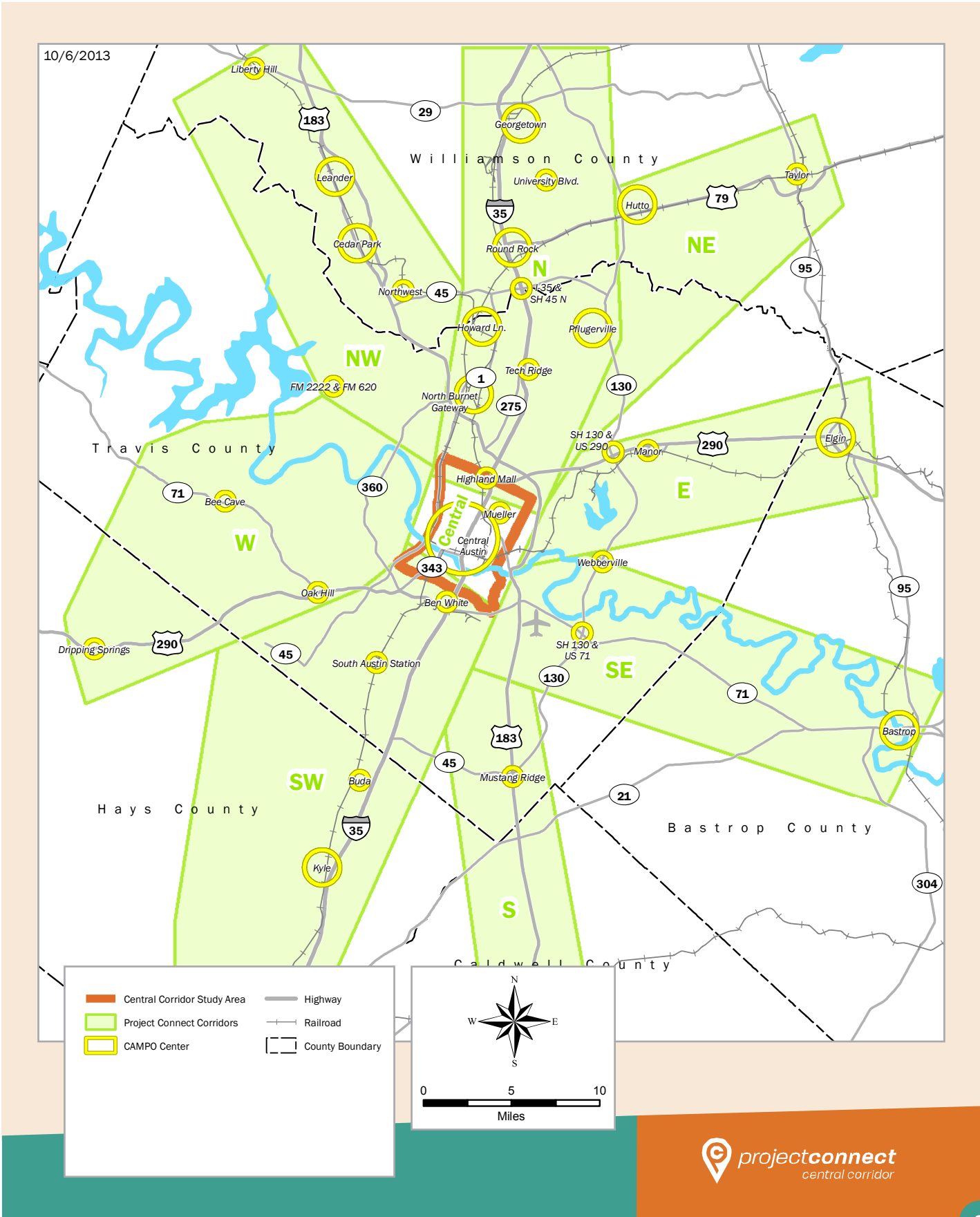
The Map Book contains regional and Central Corridor area maps for context and illustrates the initial results of the sub-corridor definition. For purposes of review, it should be noted that trip modeling results within the Central Corridor demonstrate Downtown as the primary origin/destination point; therefore, it was established that all sub-corridors should include Downtown.

## Definition of Sub-Corridor:

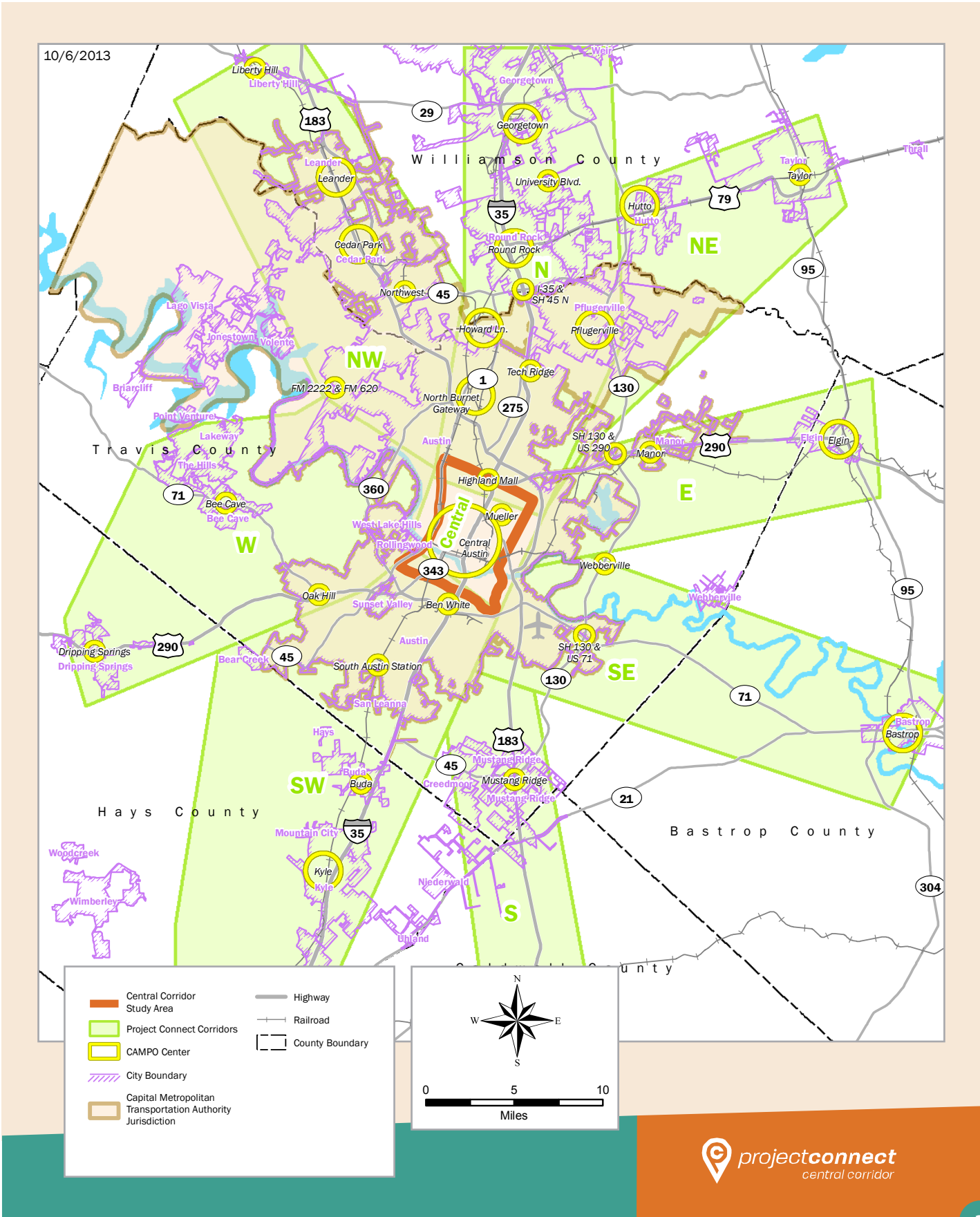
*A defined geographic area with characteristics and facilities serving similar travel patterns.*

	WORK PLAN	
<b>PHASE 1</b> Select Priority Sub-Corridor	Task 1	Work Plan/Decision-Making Process
	Task 2	Framework/History
	Task 3	G&O/Problem Statement
	Task 4	Methodology/Criteria
	Task 5	Identify Sub-Corridors
	Task 6	Define Sub-Corridors
	Task 7	Evaluate Sub-Corridors
	Task 8	Select Priority Sub-Corridors
<b>PHASE 2</b> Select Locally Preferred Alternative (LPA)	Task 9	Project P&N/Problem Statement
	Task 10	Methodology/Criteria
	Task 11	Identify Preliminary Alternatives – Alignment & Mode
	Task 12	Define Final Alternatives – Alignment & Mode
	Task 13	Evaluate Alternatives
	Task 14	Select Locally Preferred Alternative (LPA)

PROJECT CONNECT REGIONAL CORRIDORS

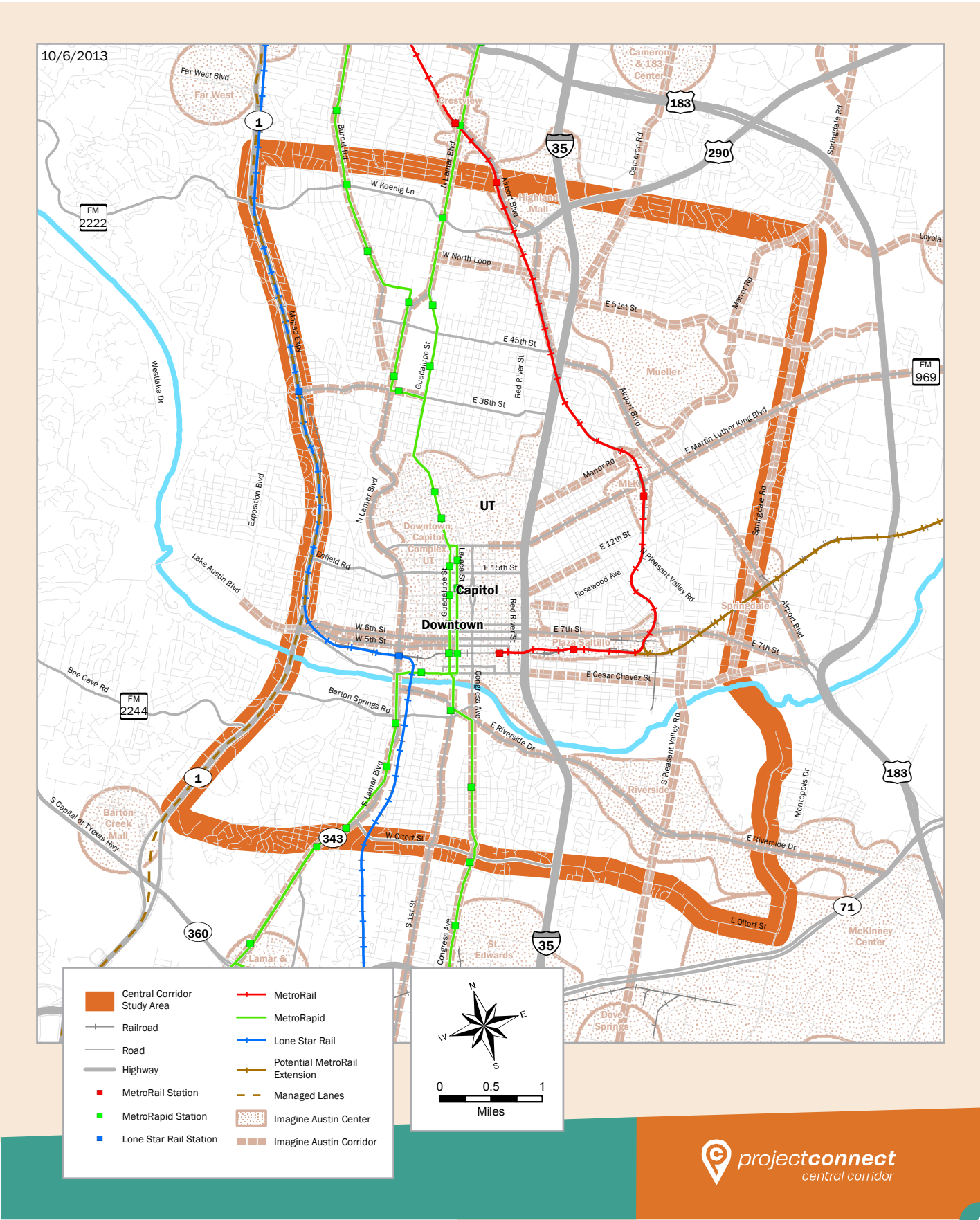


PROJECT CONNECT REGIONAL CORRIDORS – WITH JURISDICTION BOUNDARIES

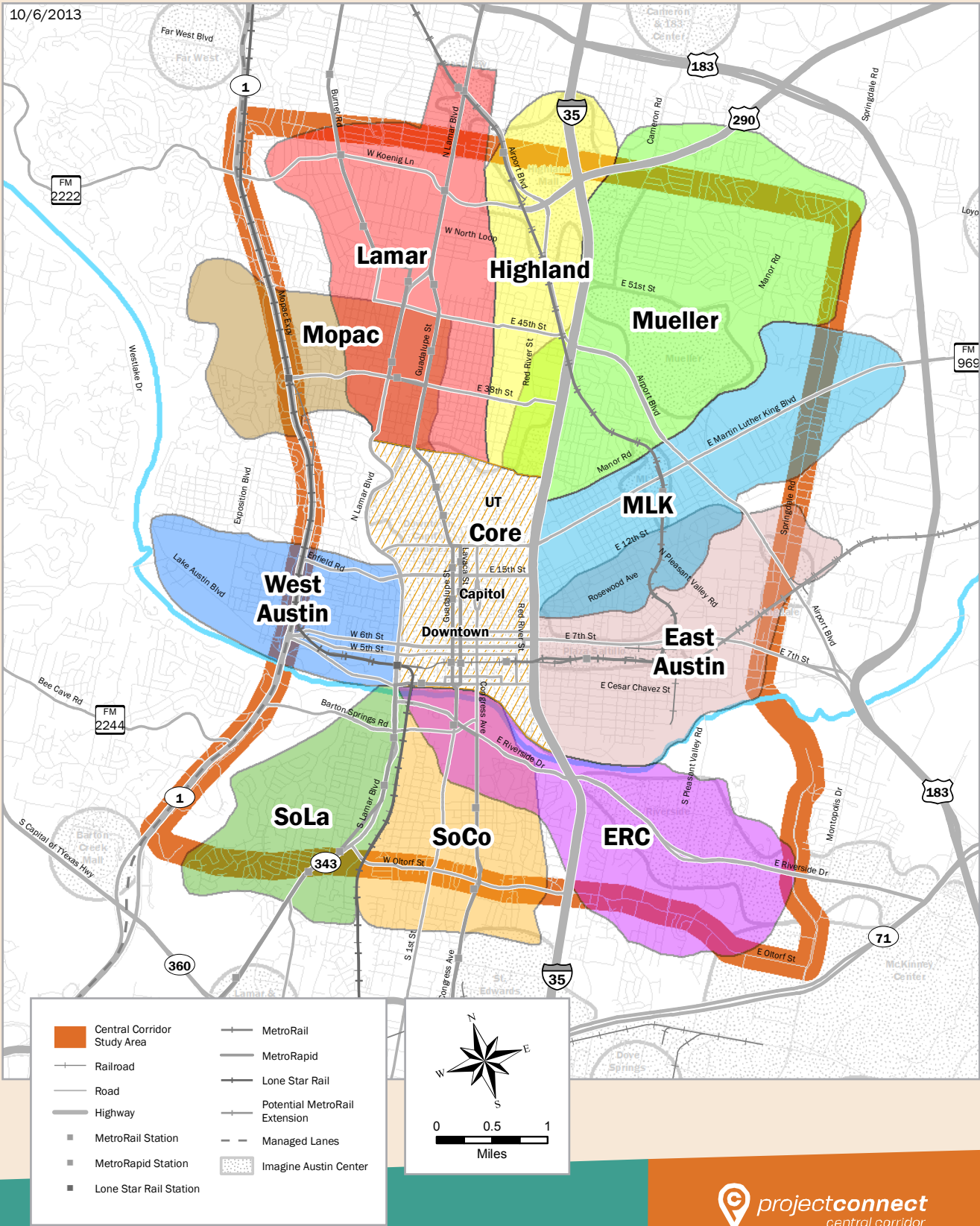




CENTRAL CORRIDOR BASEMAP

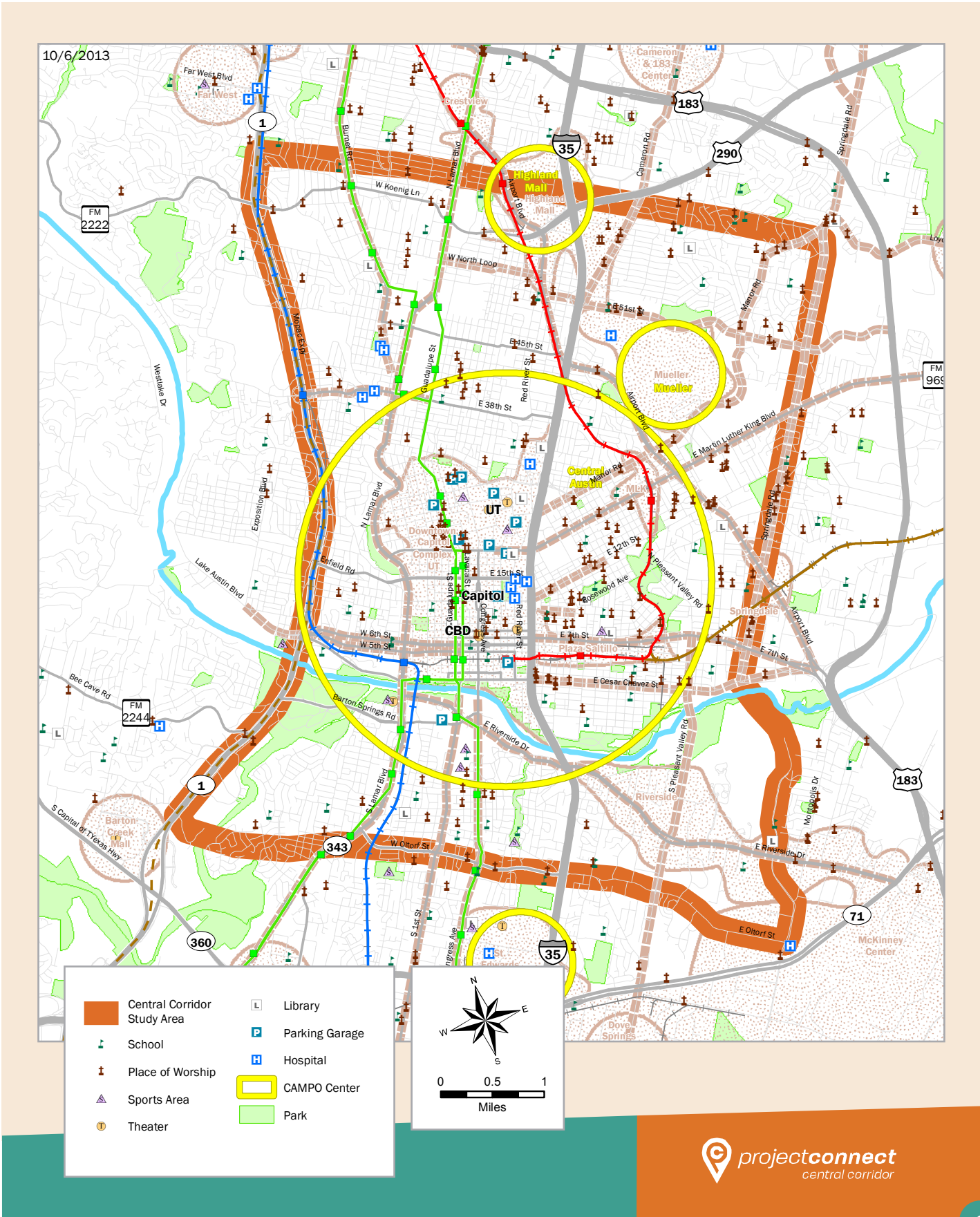


COMBINED SUB-CORRIDORS



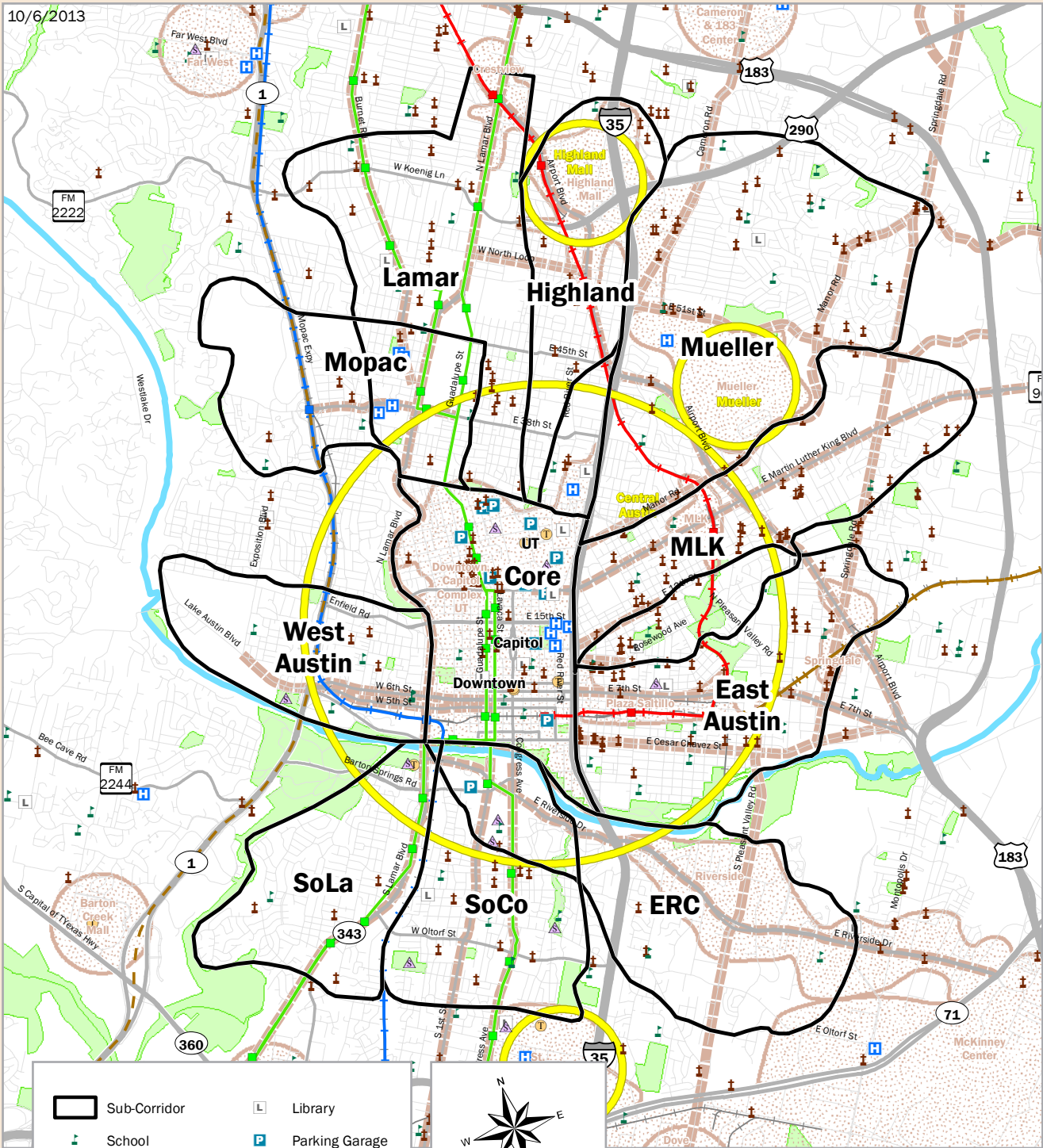


ACTIVITY CENTERS AND POINTS OF INTEREST A





ACTIVITY CENTERS AND POINTS OF INTEREST B



Sub-Corridor

School

Place of Worship

Sports Area

Theater


Library

Parking Garage

Hospital

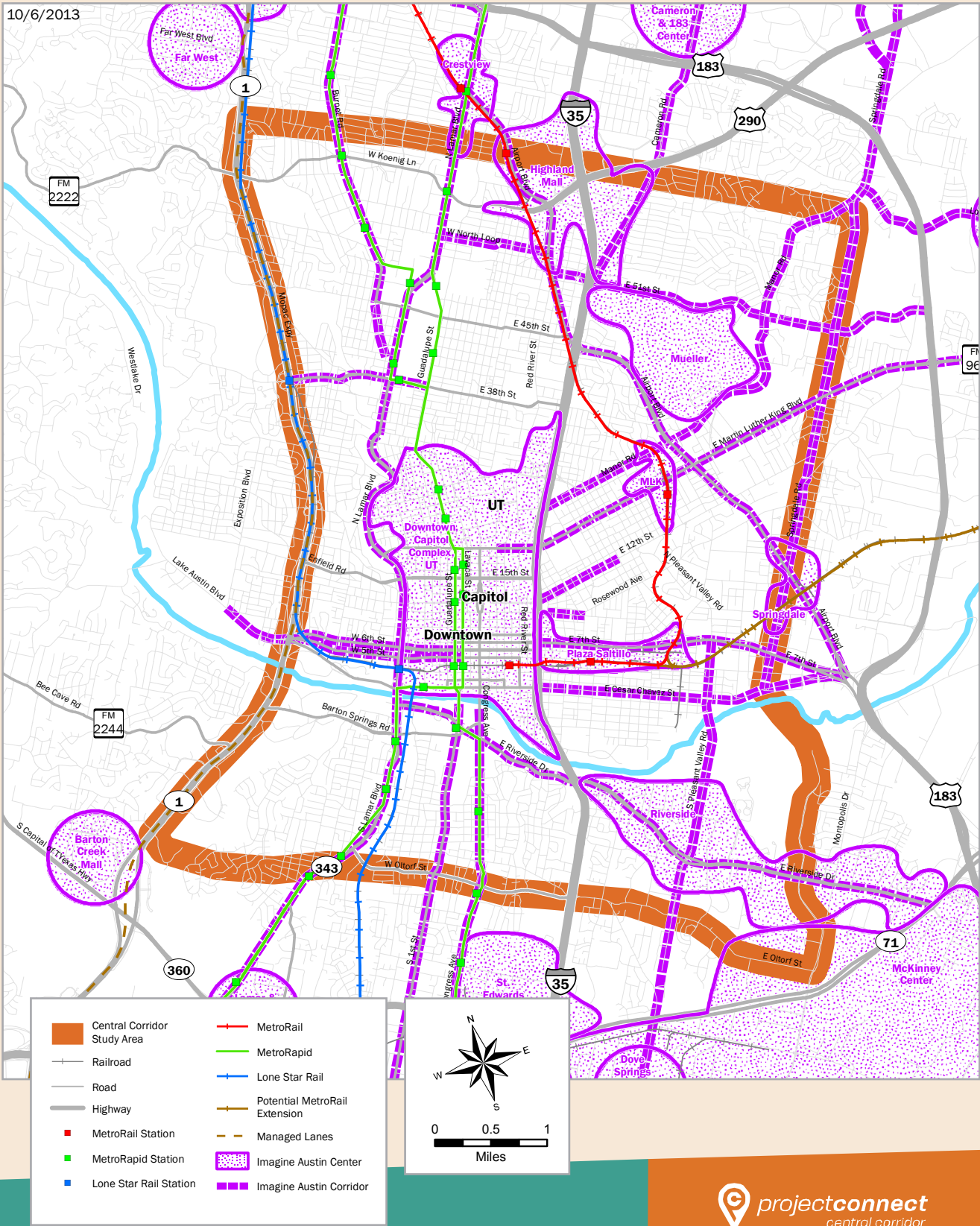
CAMPO Center

Park

 **projectconnect**  
central corridor

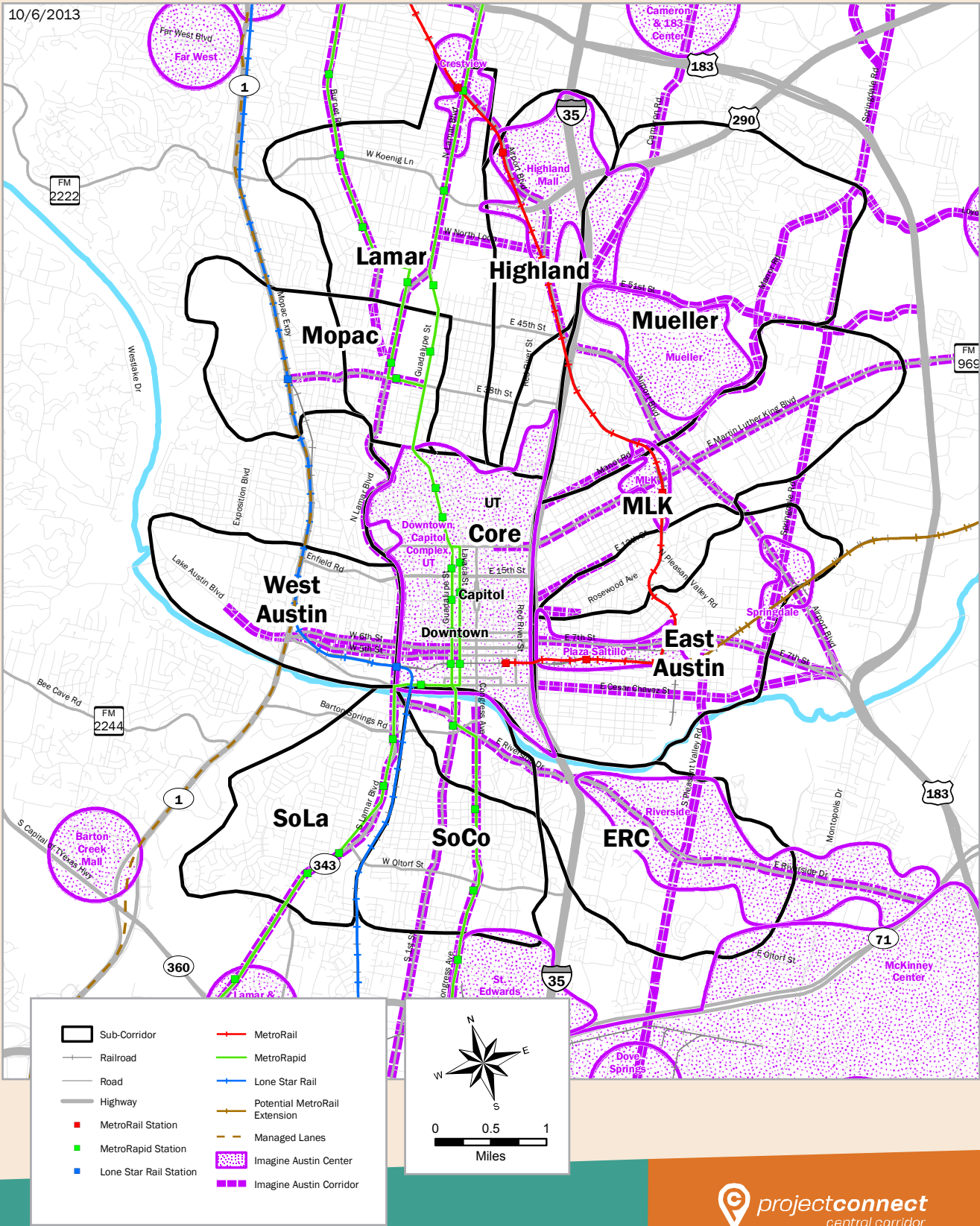
7

IMAGINE AUSTIN CENTERS A



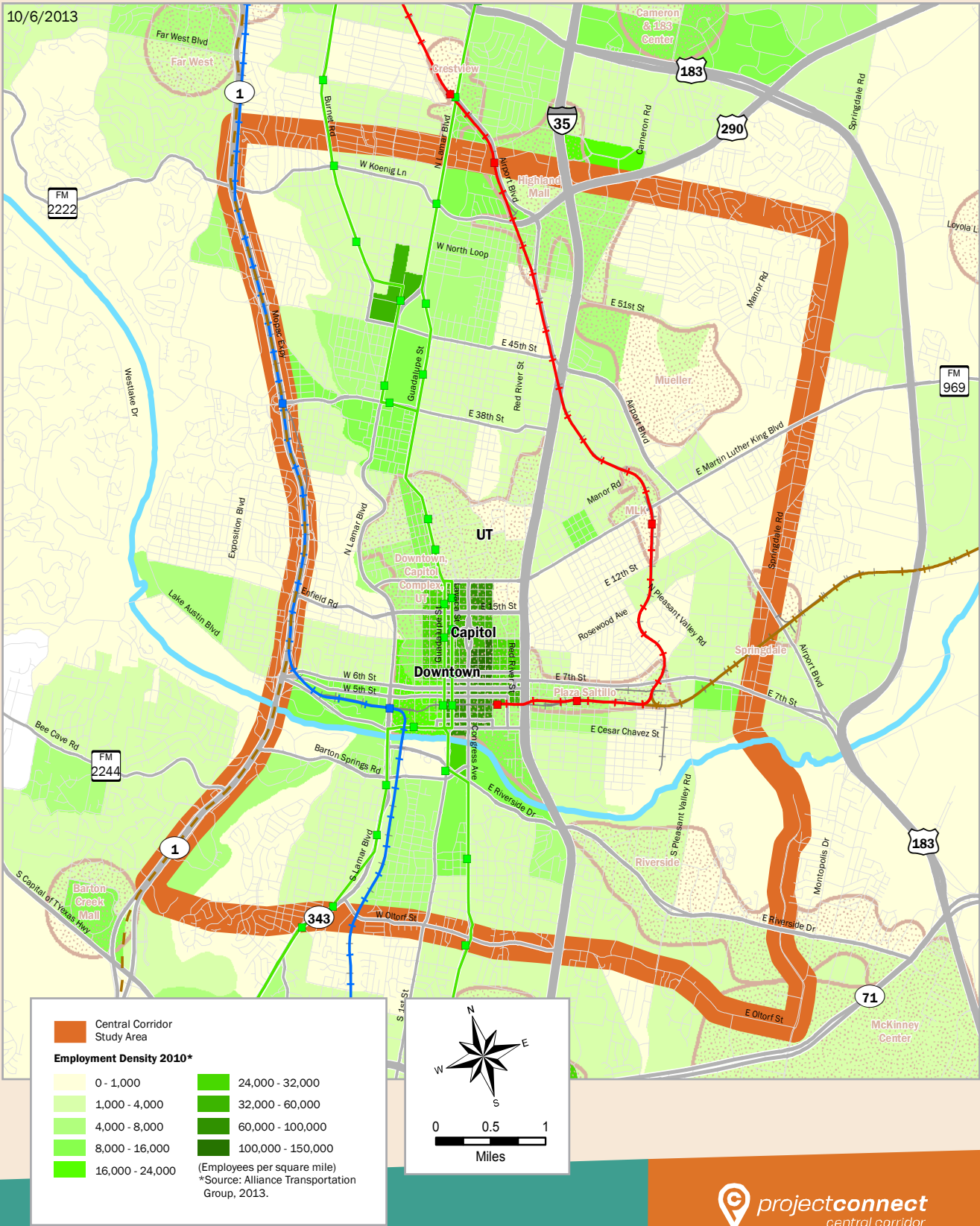


IMAGINE AUSTIN CENTERS B

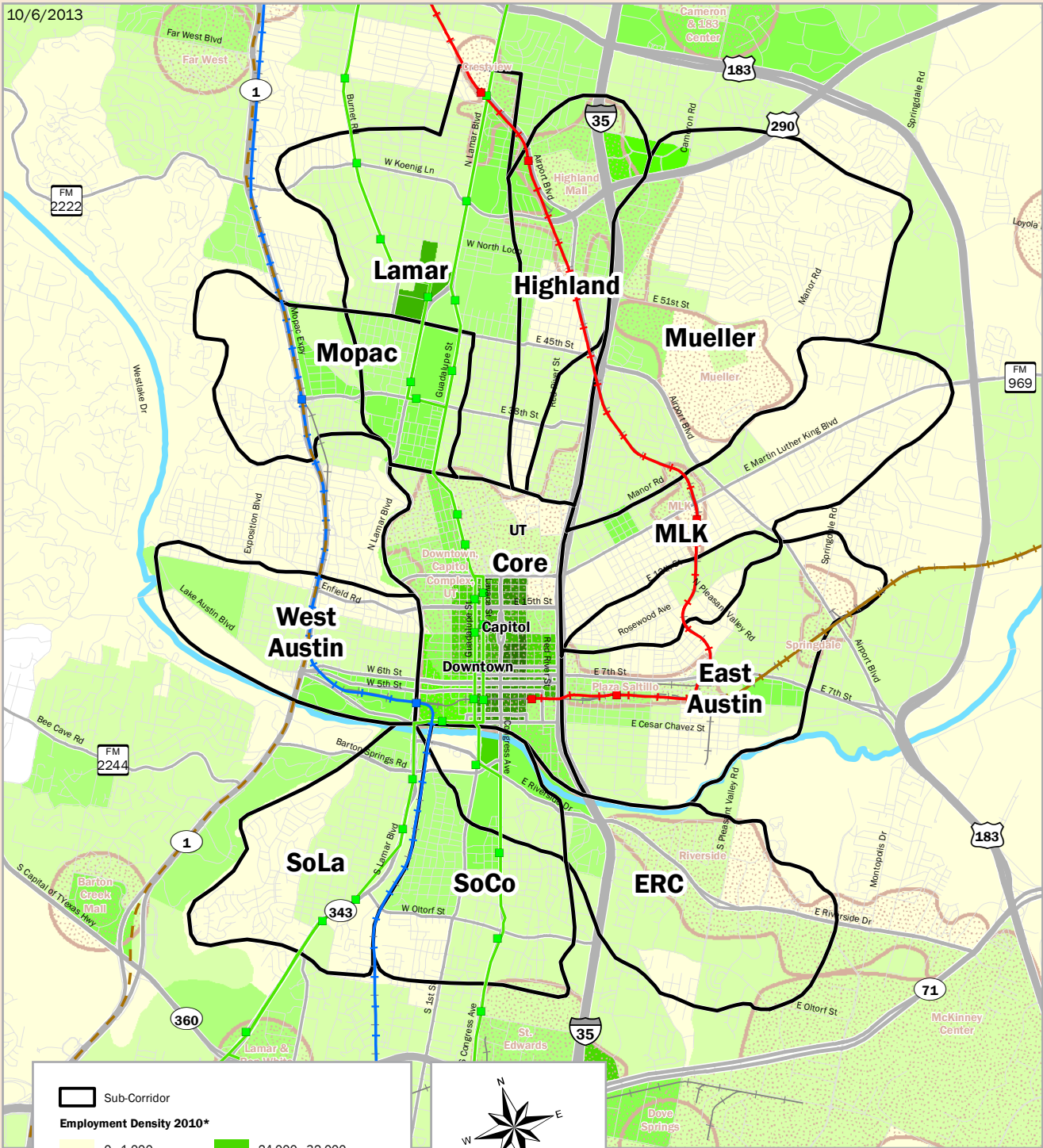




EMPLOYMENT DENSITY 2010 A

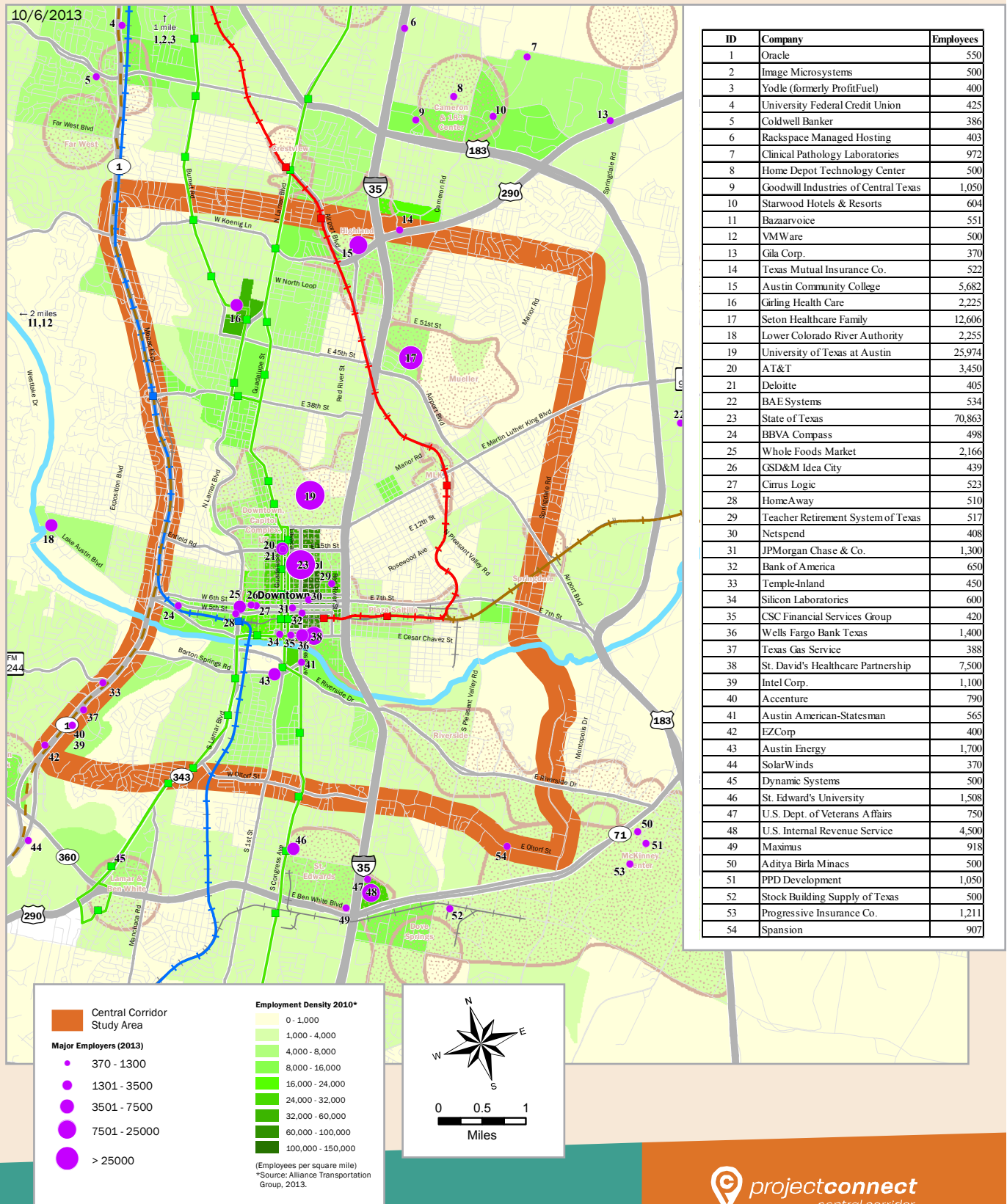


EMPLOYMENT DENSITY 2010 B



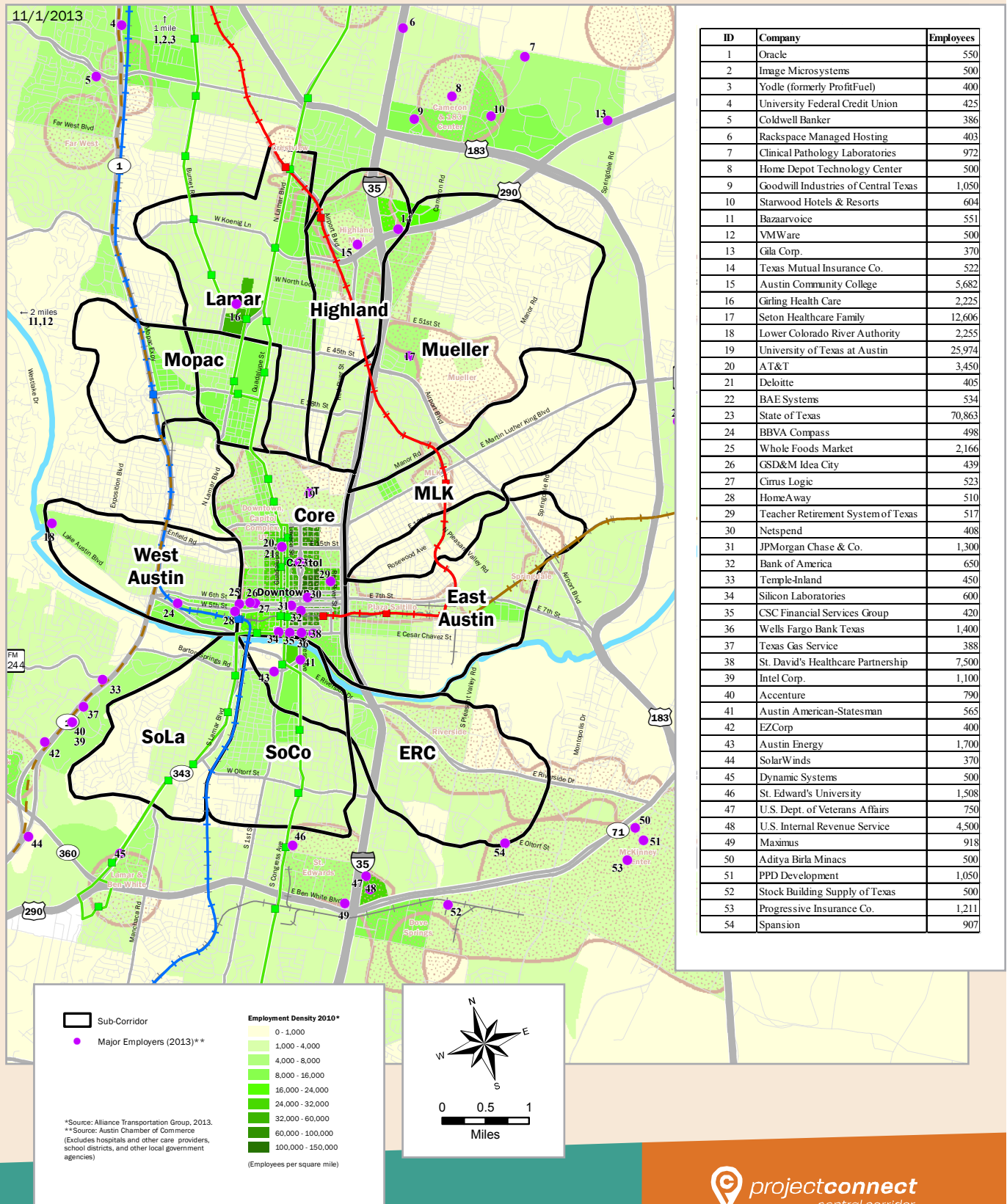


## EMPLOYMENT DENSITY 2010 WITH MAJOR EMPLOYERS A

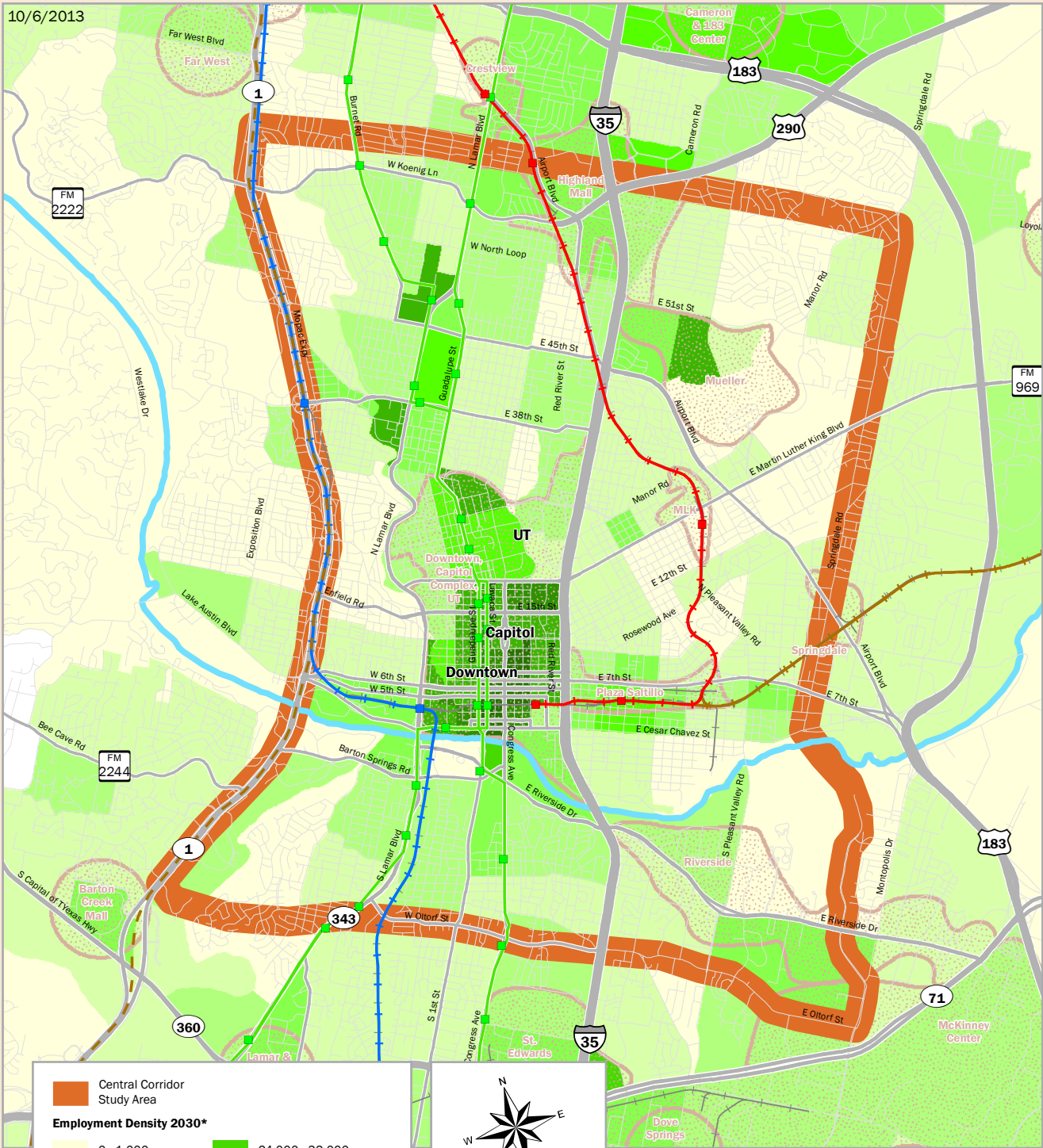




## EMPLOYMENT DENSITY 2010 WITH MAJOR EMPLOYERS B

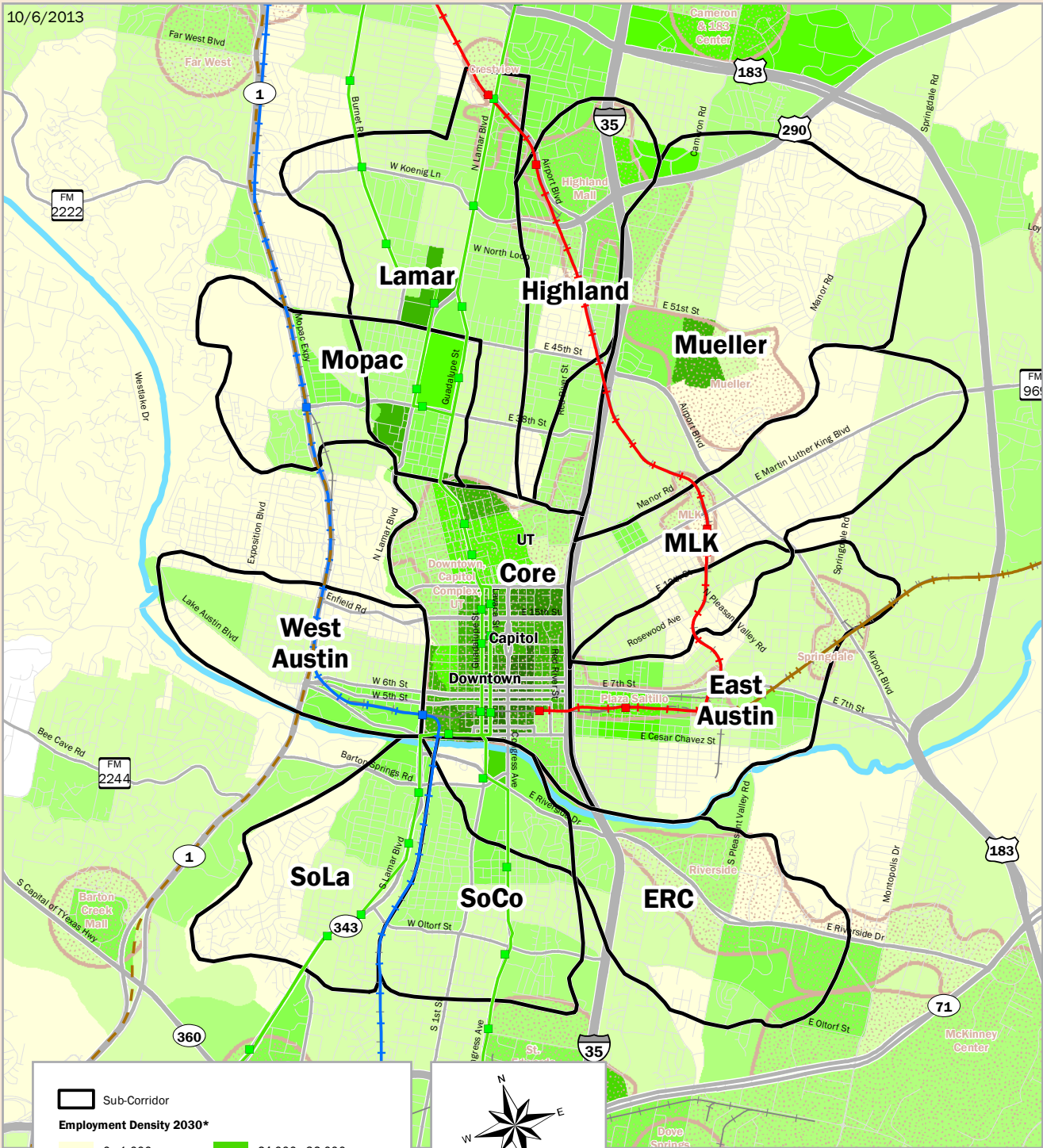


EMPLOYMENT DENSITY 2030 A

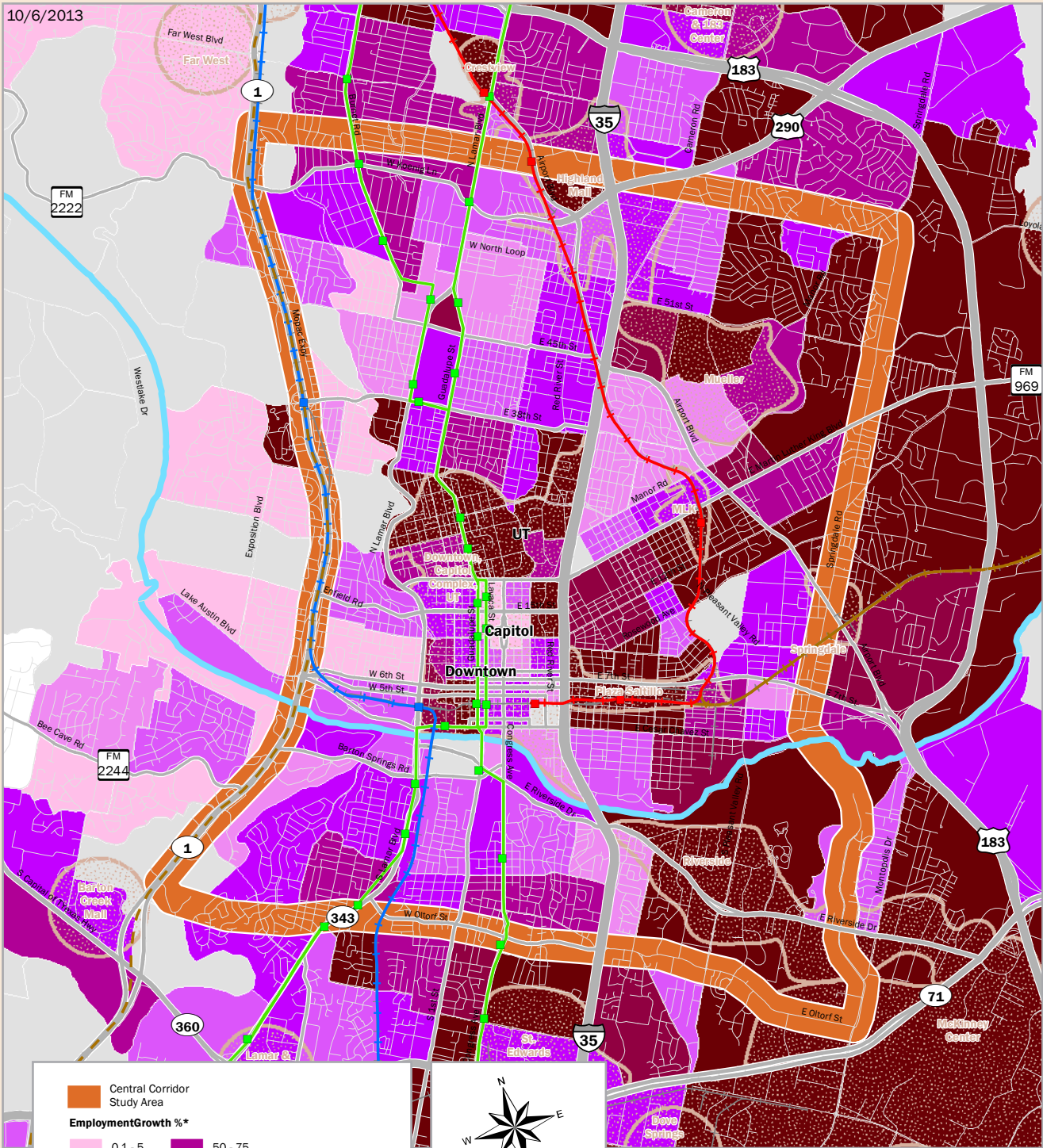




EMPLOYMENT DENSITY 2030 B

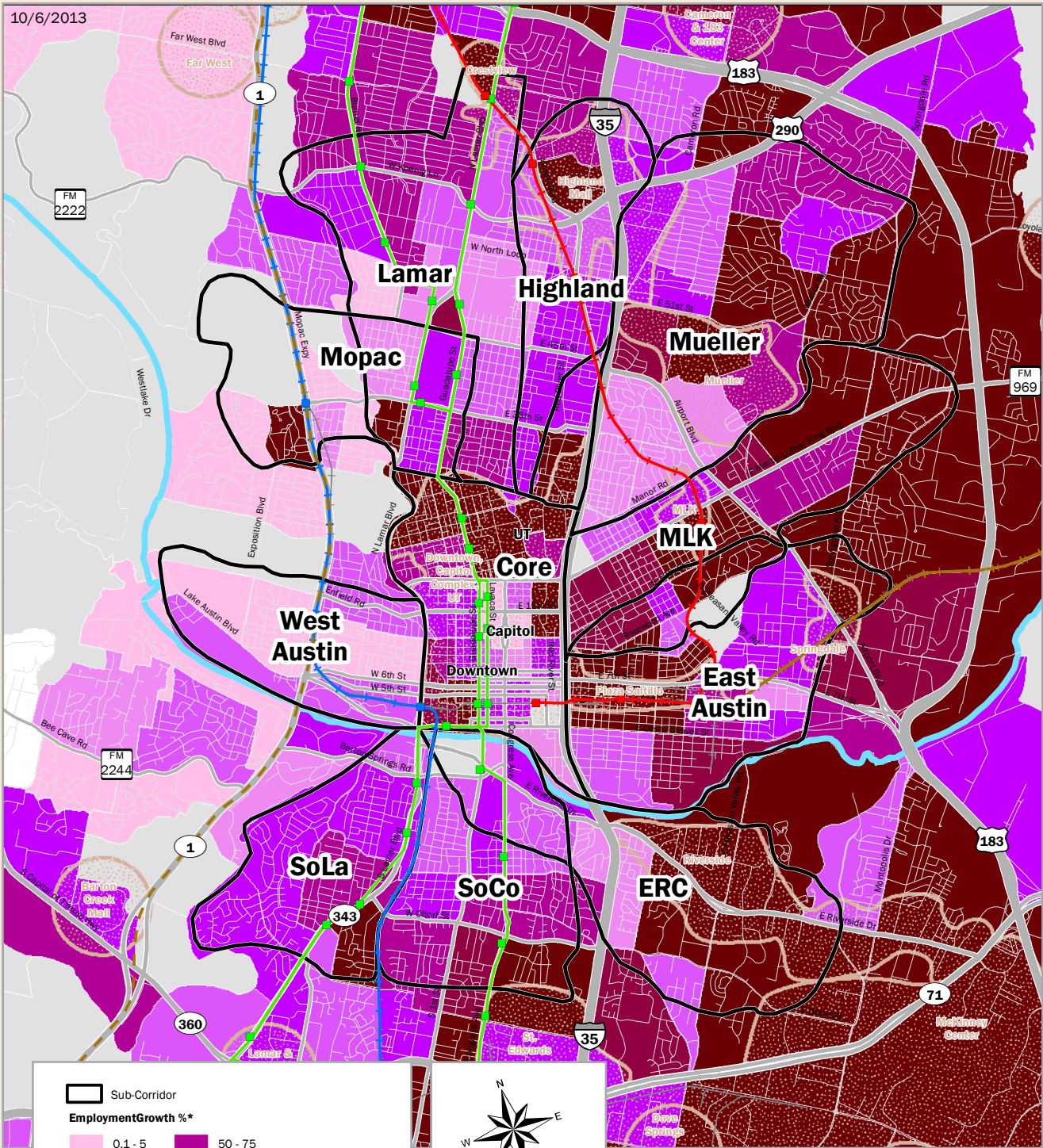


EMPLOYMENT GROWTH 2010-2030 A

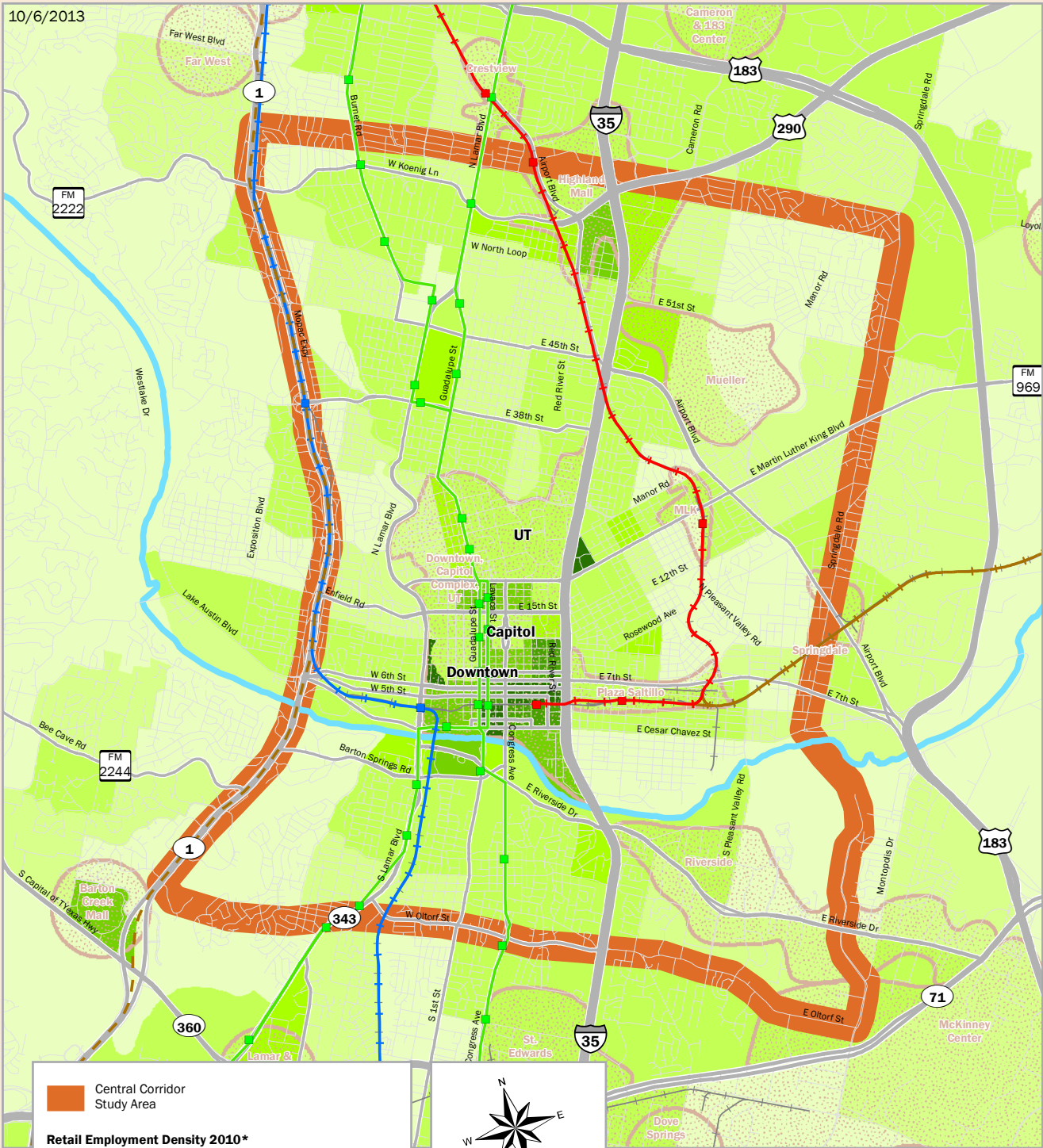




EMPLOYMENT GROWTH 2010-2030 B



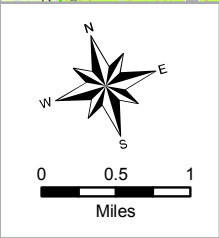
RETAIL EMPLOYMENT DENSITY 2010 A



**Retail Employment Density 2010\***

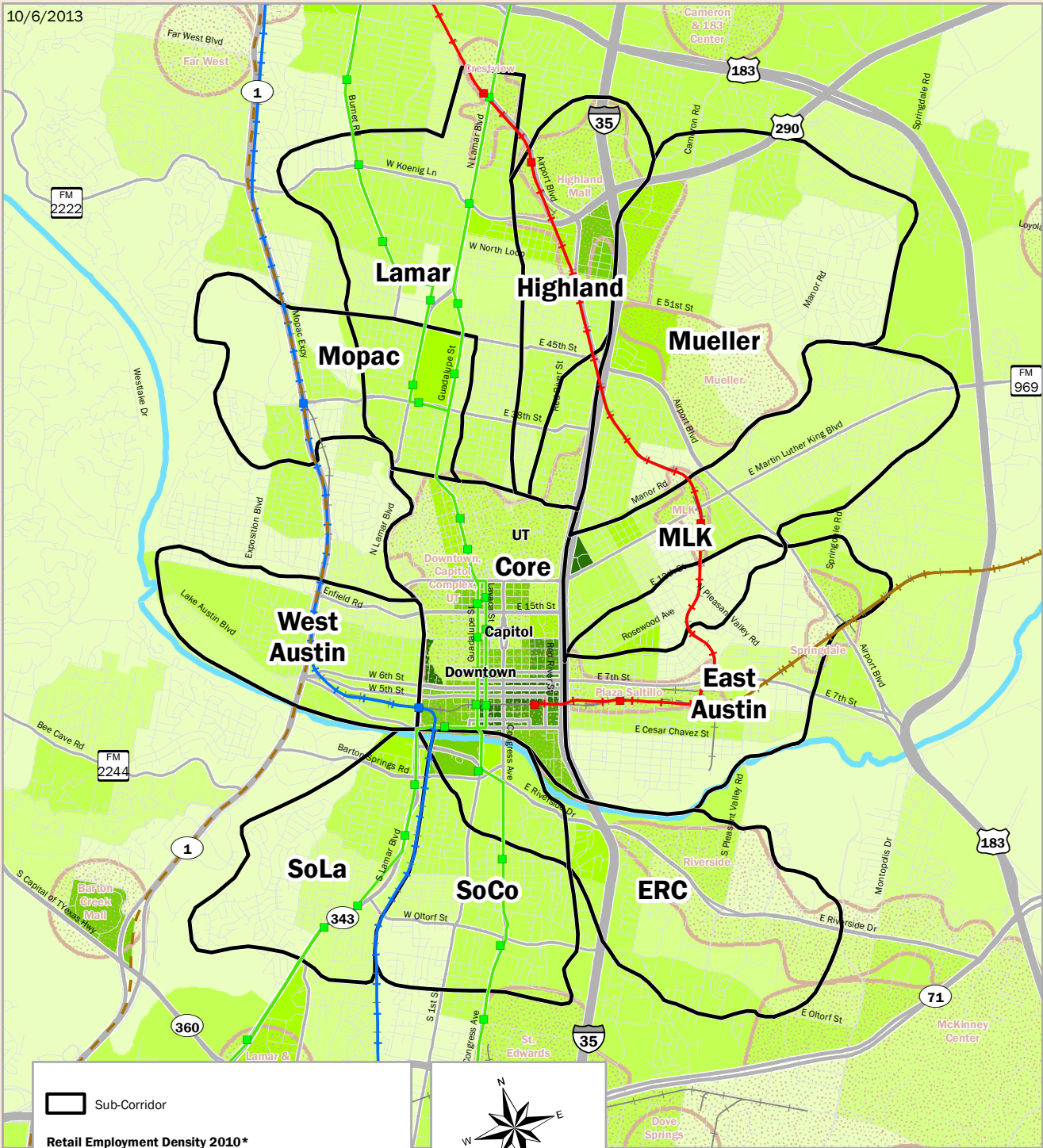
0 - 500	4,000 - 8,000
500 - 1,000	8,000 - 16,000
1,000 - 4,000	16,000 - 30,000

(Retail Employees per square mile)  
\*Source: Alliance Transportation Group, 2013.



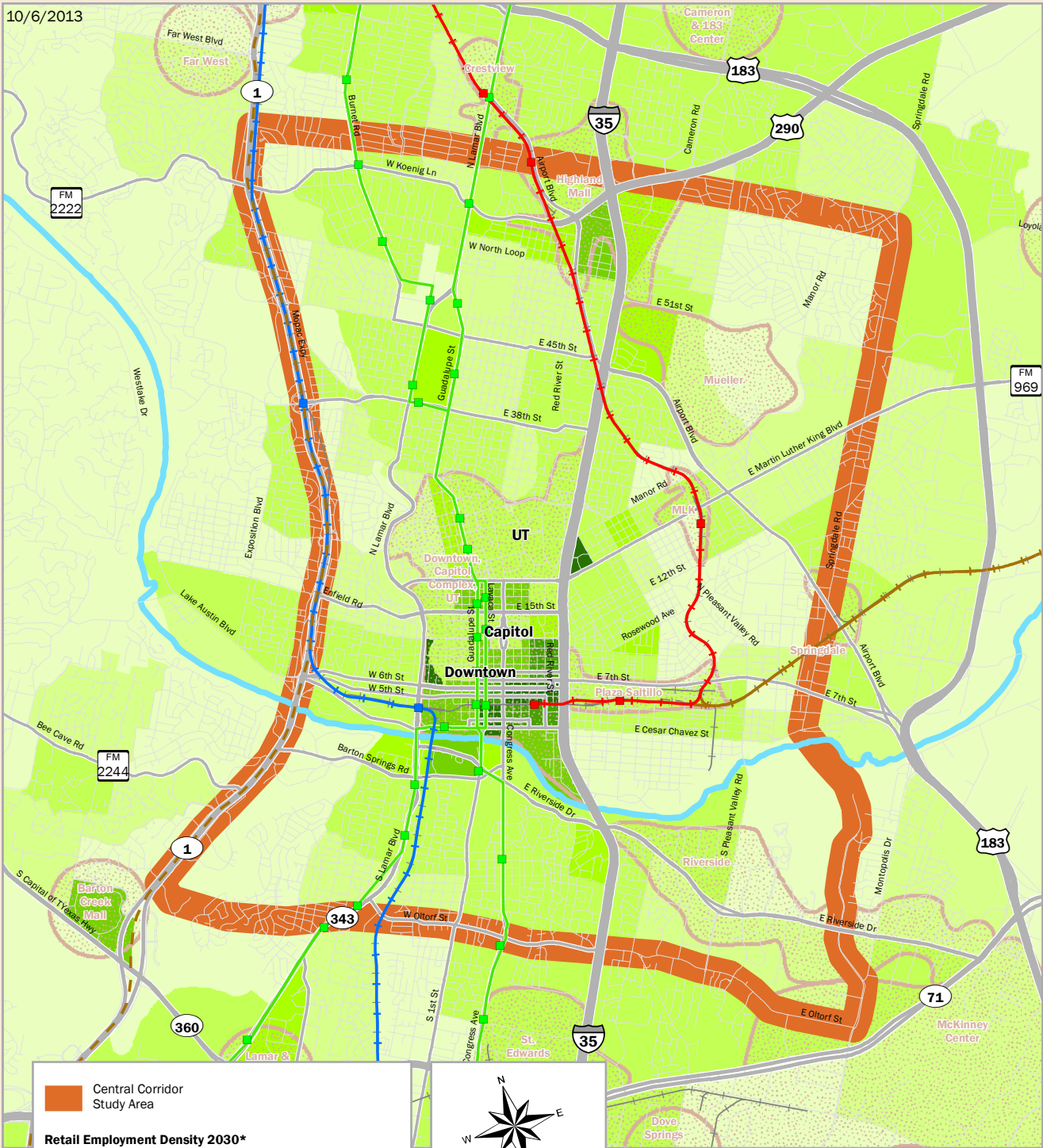


RETAIL EMPLOYMENT DENSITY 2010 B





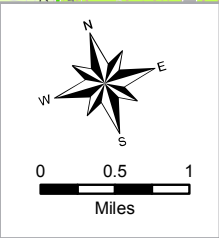
RETAIL EMPLOYMENT DENSITY 2030 A



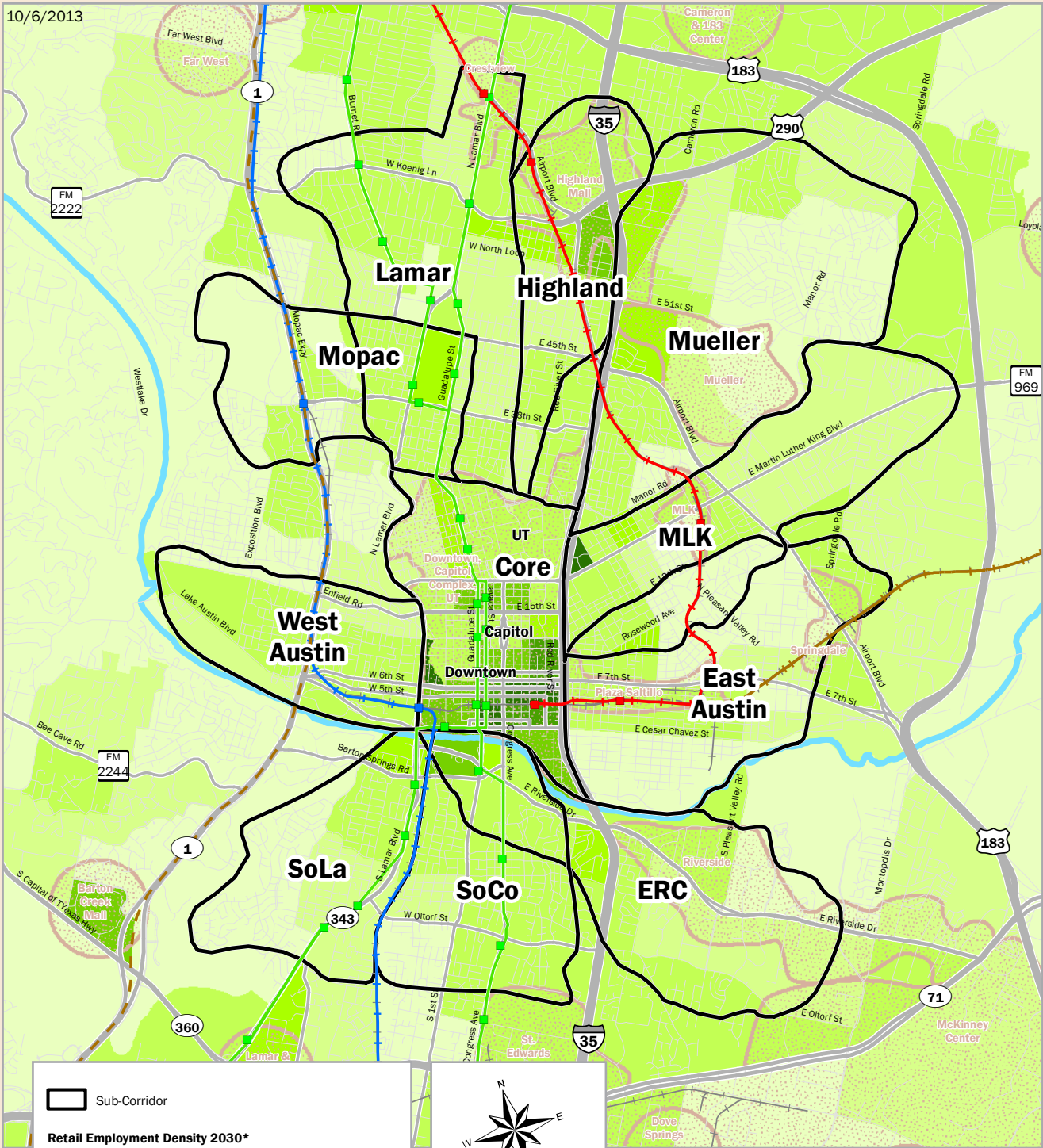
**Retail Employment Density 2030\***

0 - 500	4,000 - 8,000
500 - 1,000	8,000 - 16,000
1,000 - 4,000	16,000 - 30,000

(Retail Employees per square mile)  
\*Source: Alliance Transportation Group, 2013.

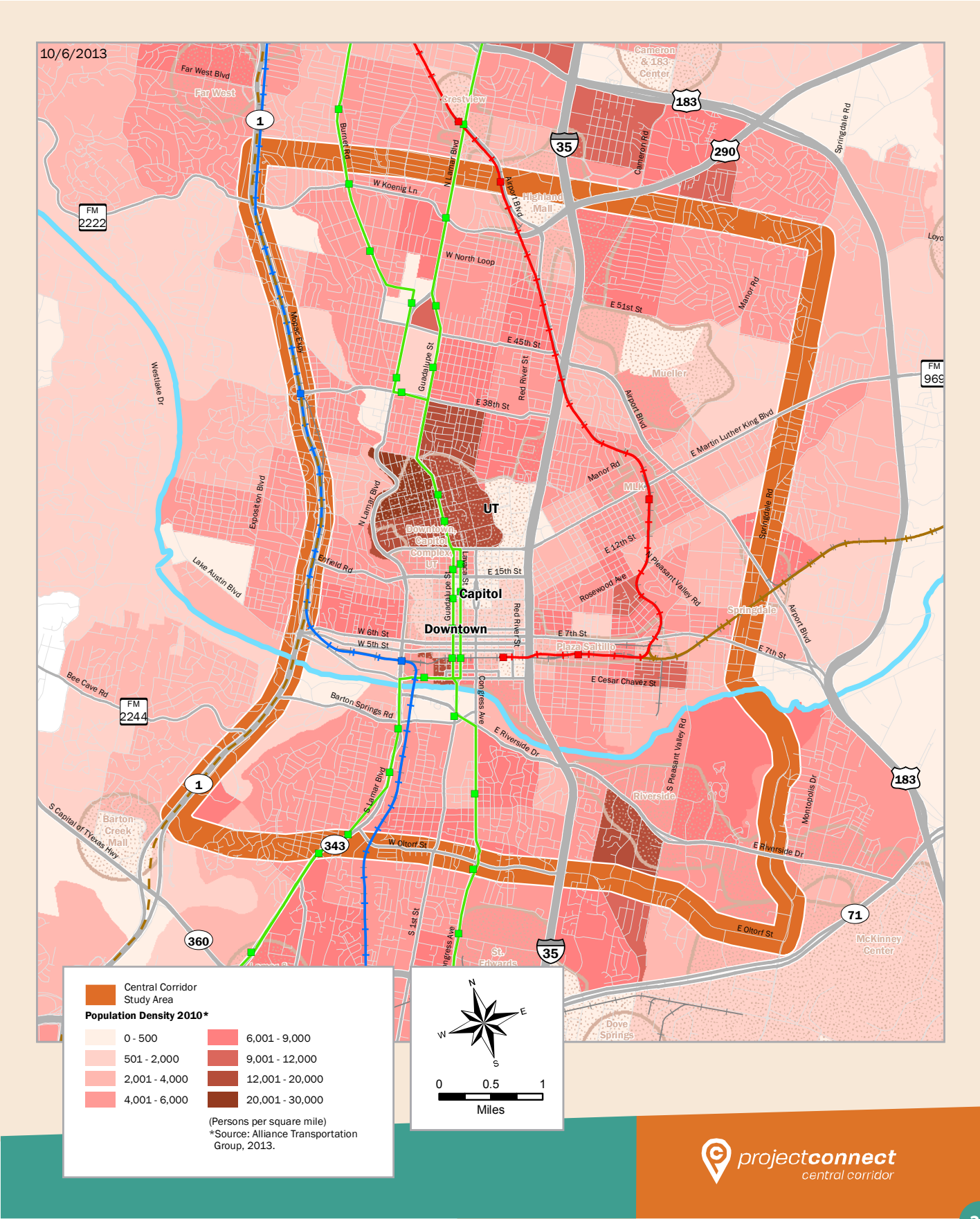


RETAIL EMPLOYMENT DENSITY 2030 B



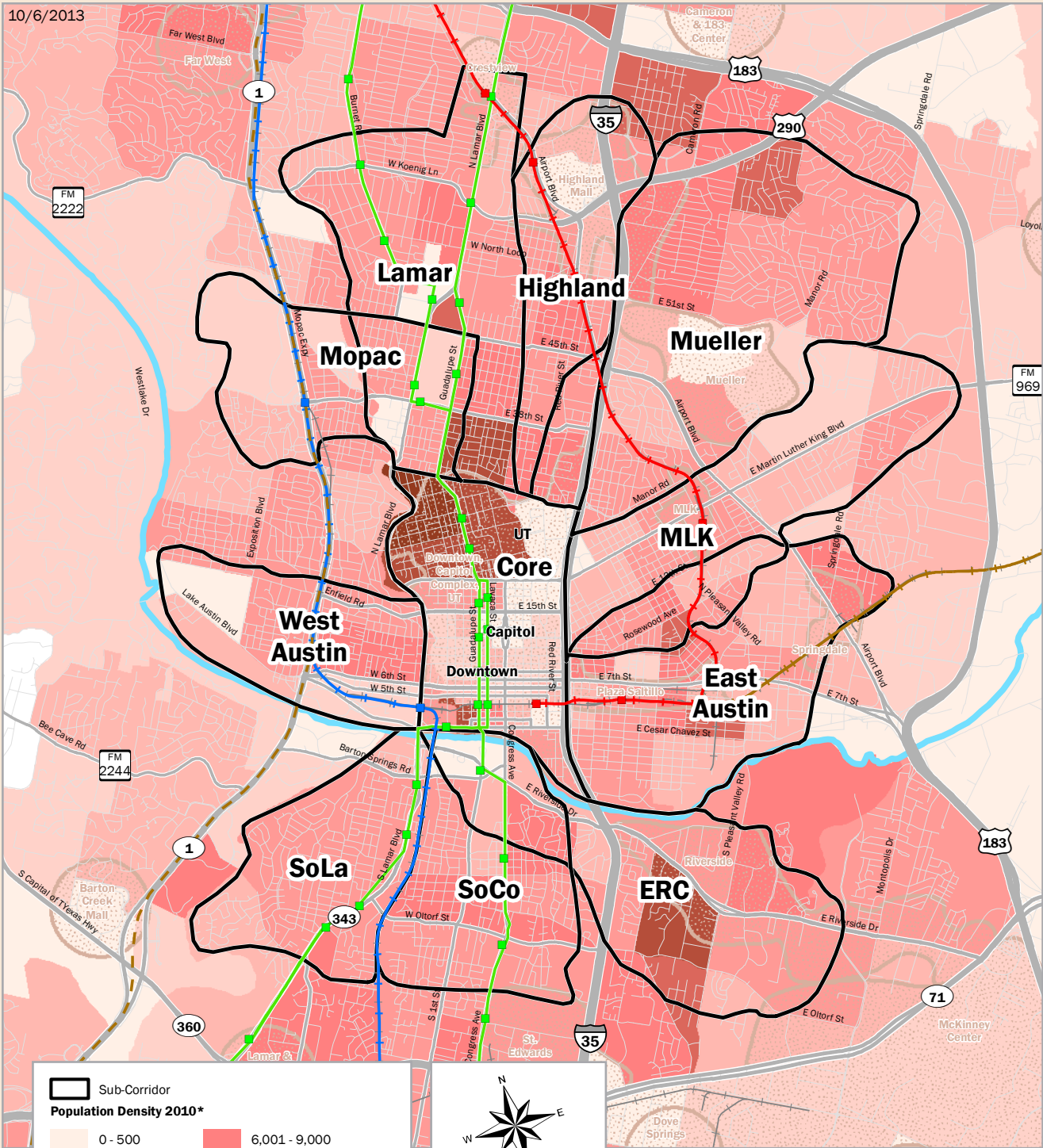


POPULATION DENSITY 2010 A





POPULATION DENSITY 2010 B



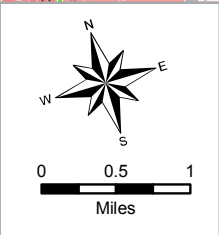
10/6/2013

Sub-Corridor

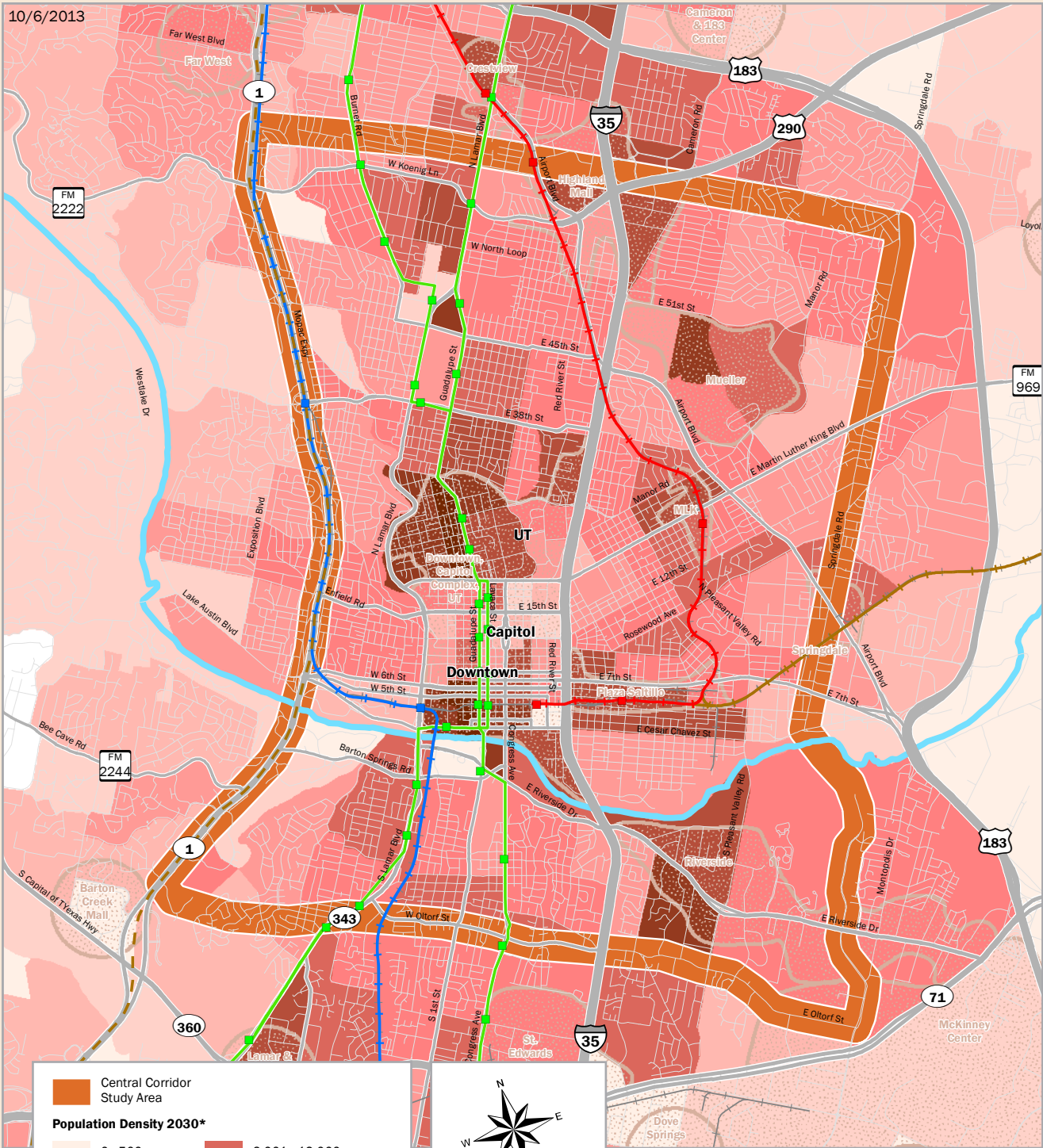
Population Density 2010\*

0 - 500	6,001 - 9,000
501 - 2,000	9,001 - 12,000
2,001 - 4,000	12,001 - 20,000
4,001 - 6,000	20,001 - 30,000

(Persons per square mile)  
\*Source: Alliance Transportation Group, 2013.



POPULATION DENSITY 2030 A



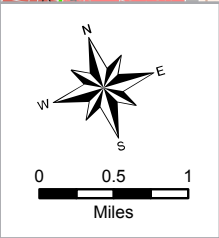
10/6/2013

Central Corridor Study Area

Population Density 2030\*

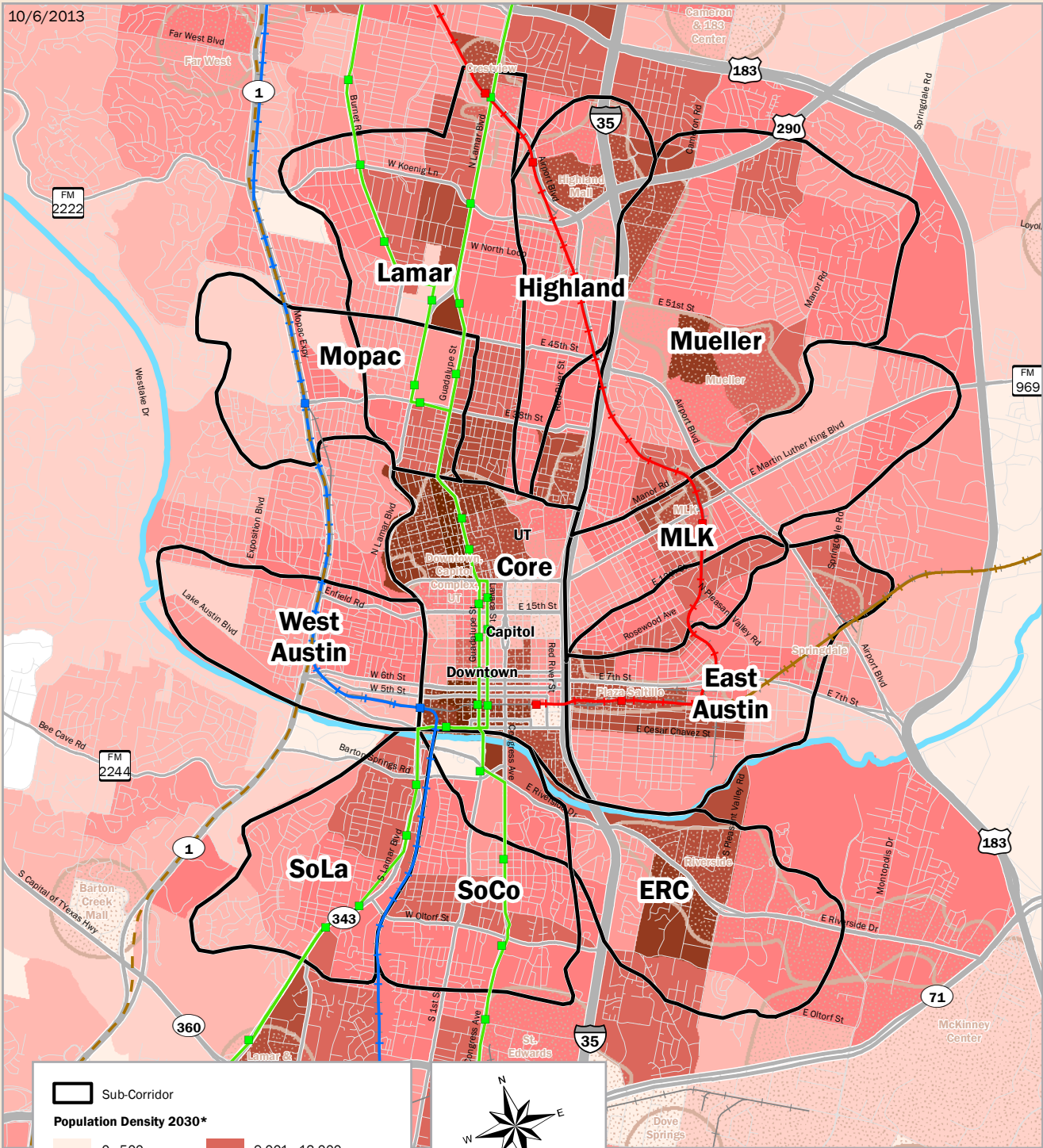
0 - 500	9,001 - 12,000
501 - 2,000	12,001 - 20,000
2,001 - 4,000	20,001 - 30,000
4,001 - 6,000	30,001 - 45,000
6,001 - 9,000	

(Persons per square mile)  
\*Source: Alliance Transportation Group, 2013.



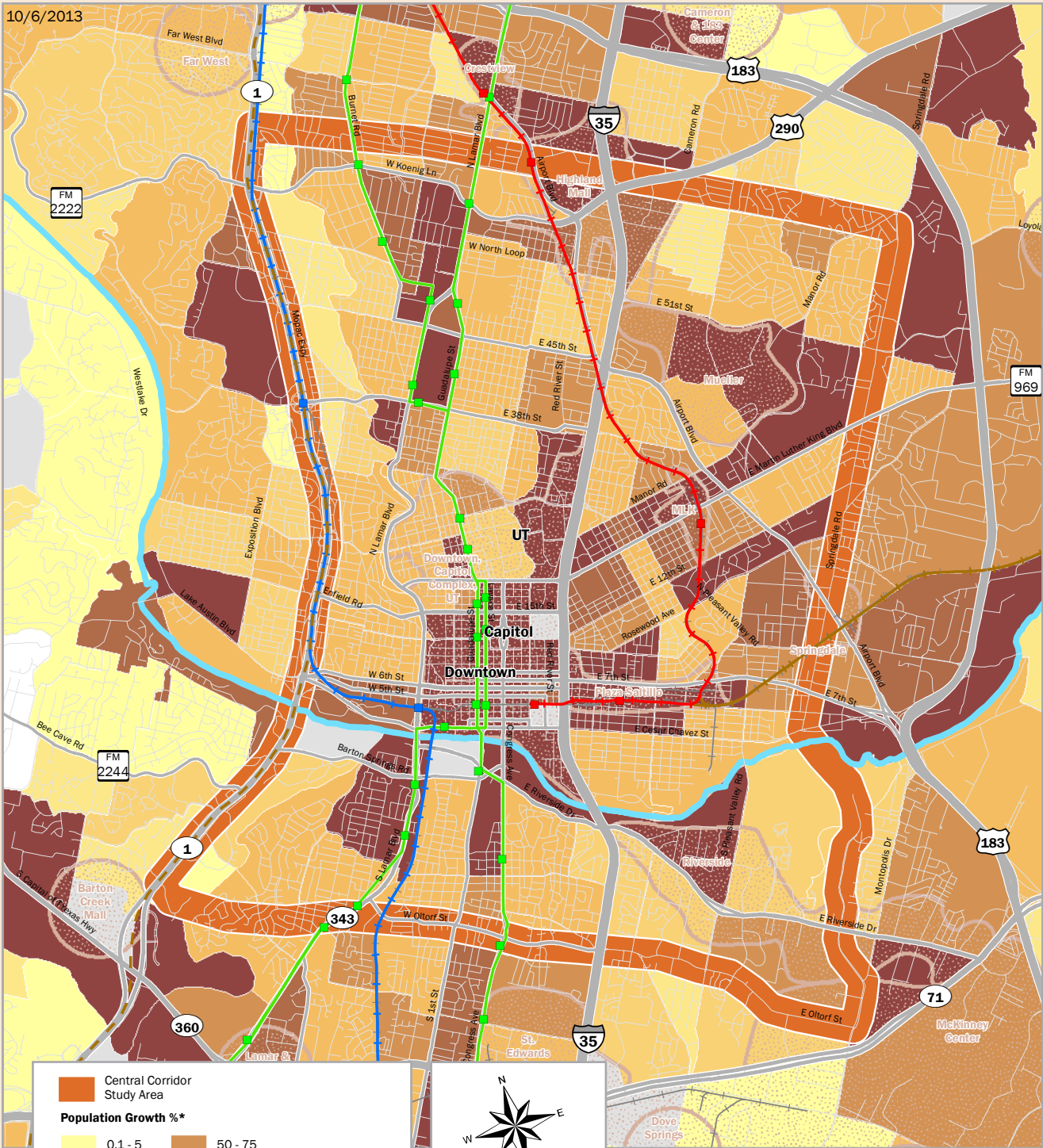


POPULATION DENSITY 2030 B

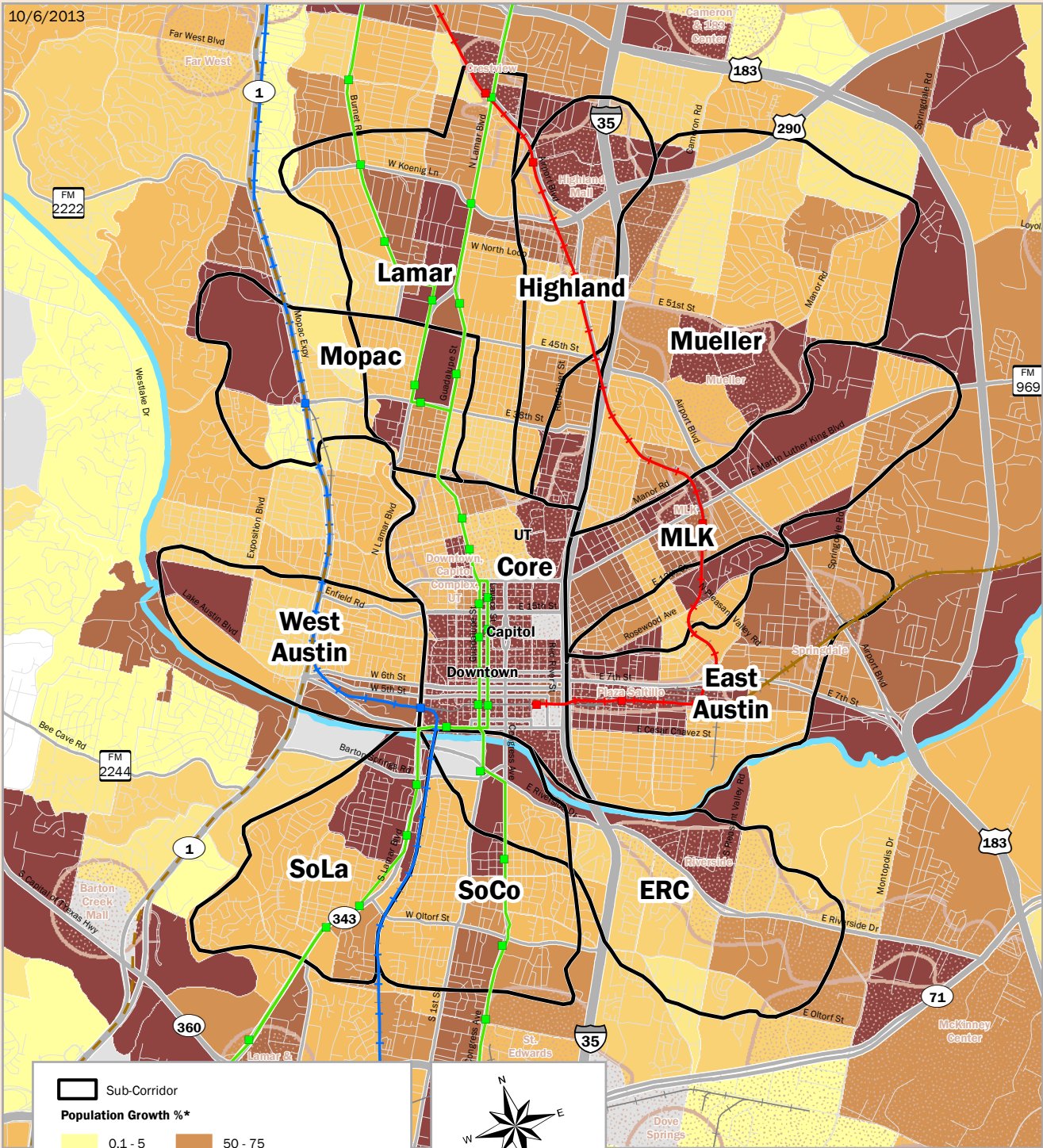




POPULATION GROWTH 2010-2030 A

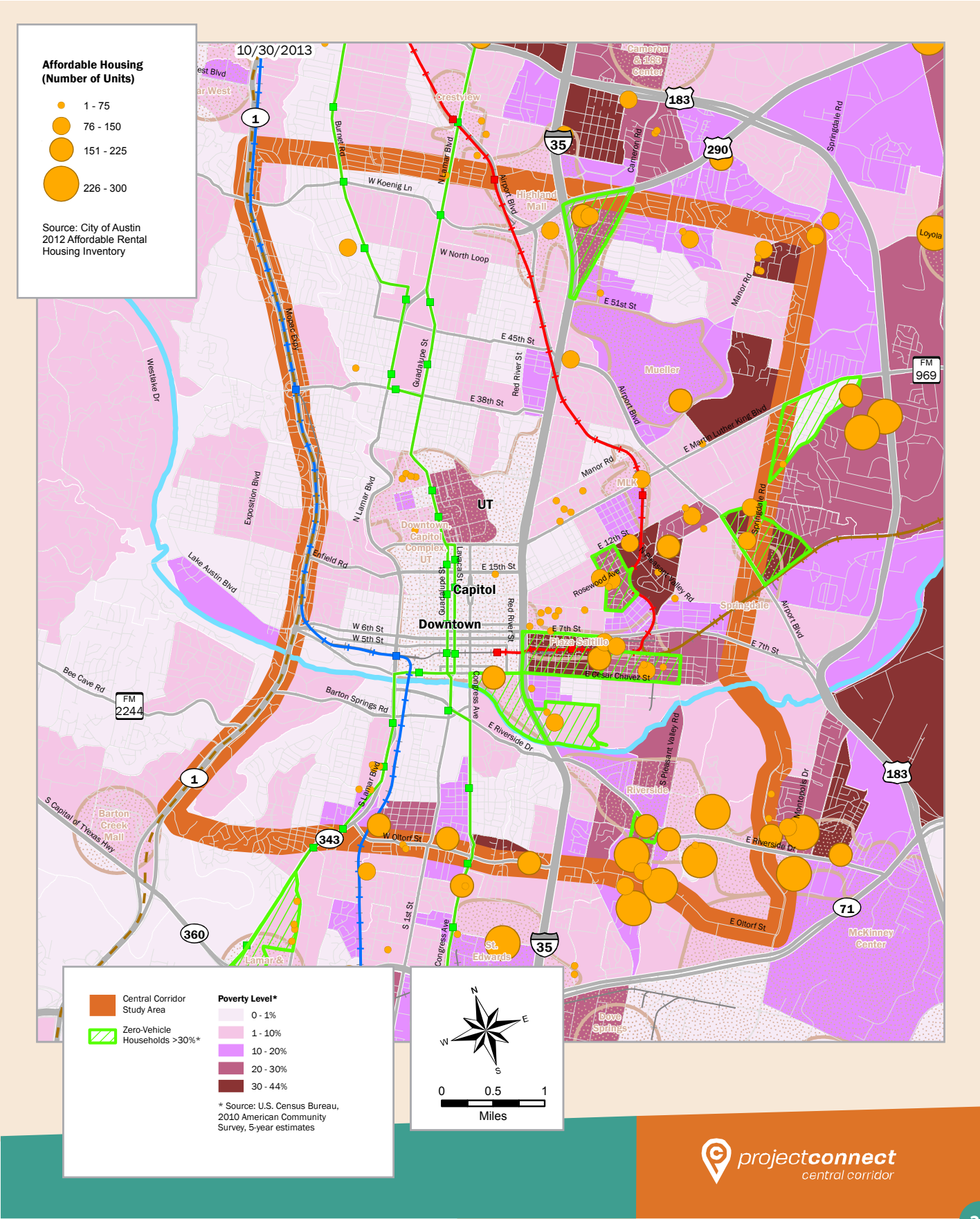


POPULATION GROWTH 2010-2030 B

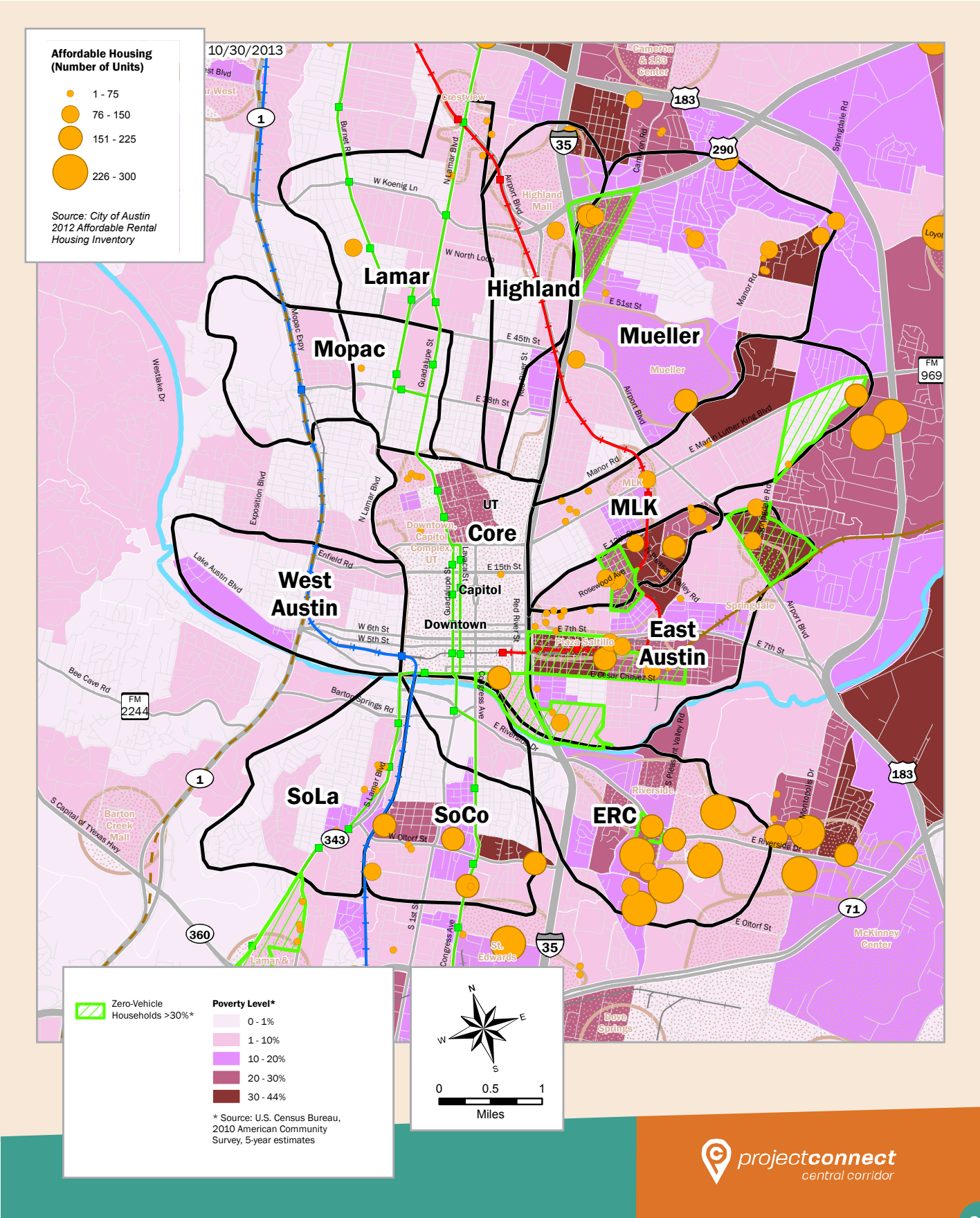




POVERTY, ZERO-VEHICLE HOUSEHOLDS, AFFORDABLE HOUSING 2010 A

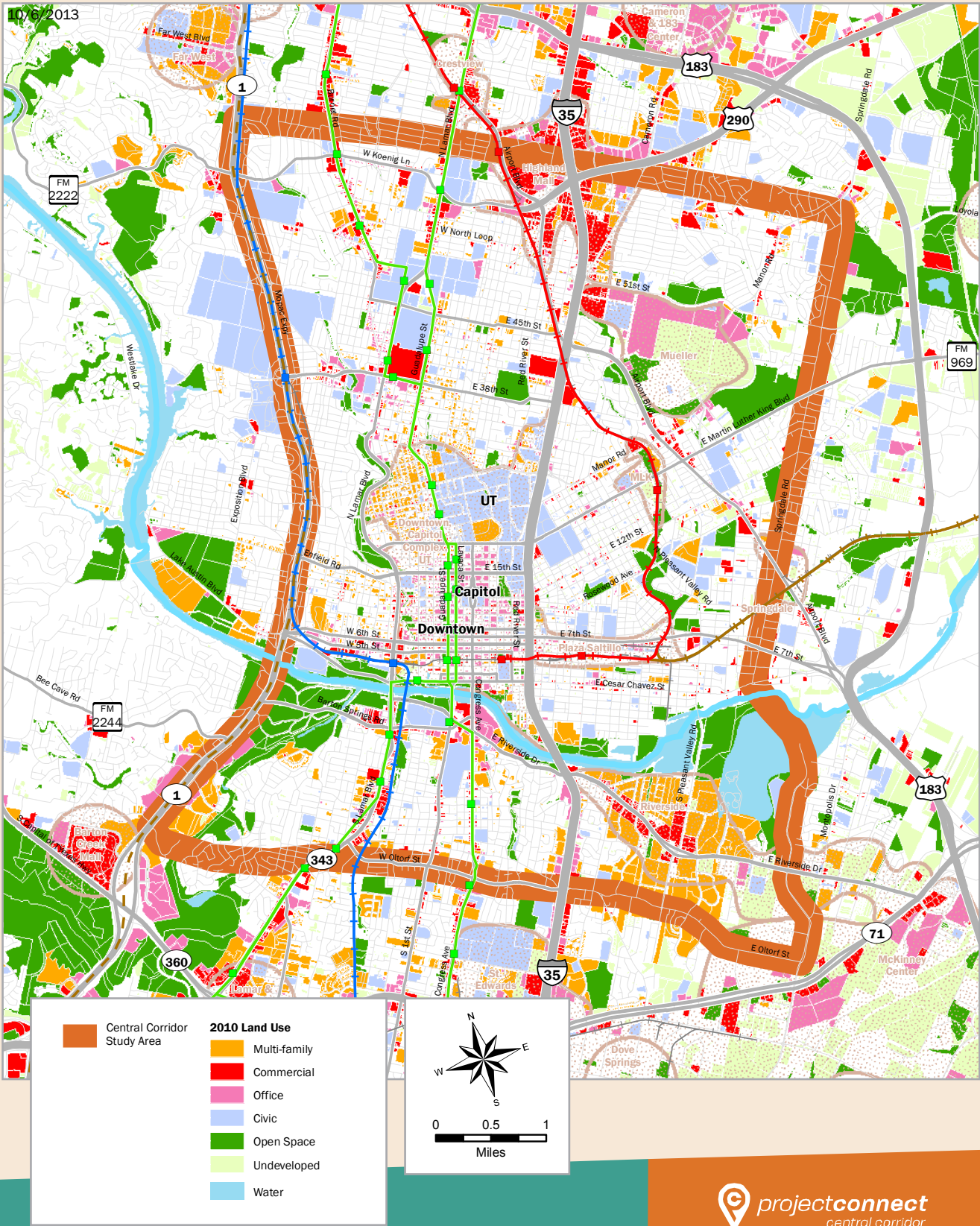


POVERTY, ZERO-VEHICLE HOUSEHOLDS, AFFORDABLE HOUSING 2010 B

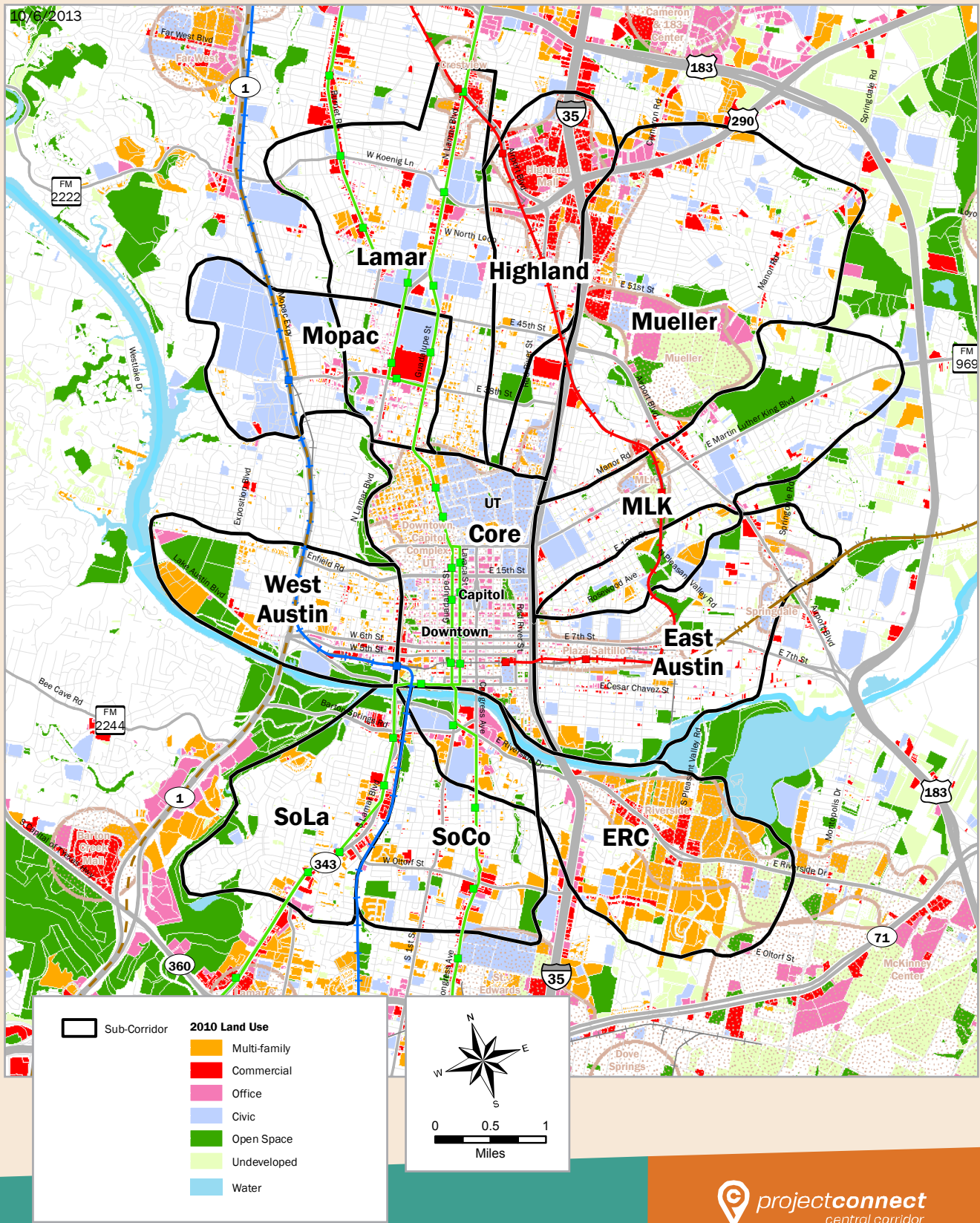




SELECTED LAND USE 2010 A

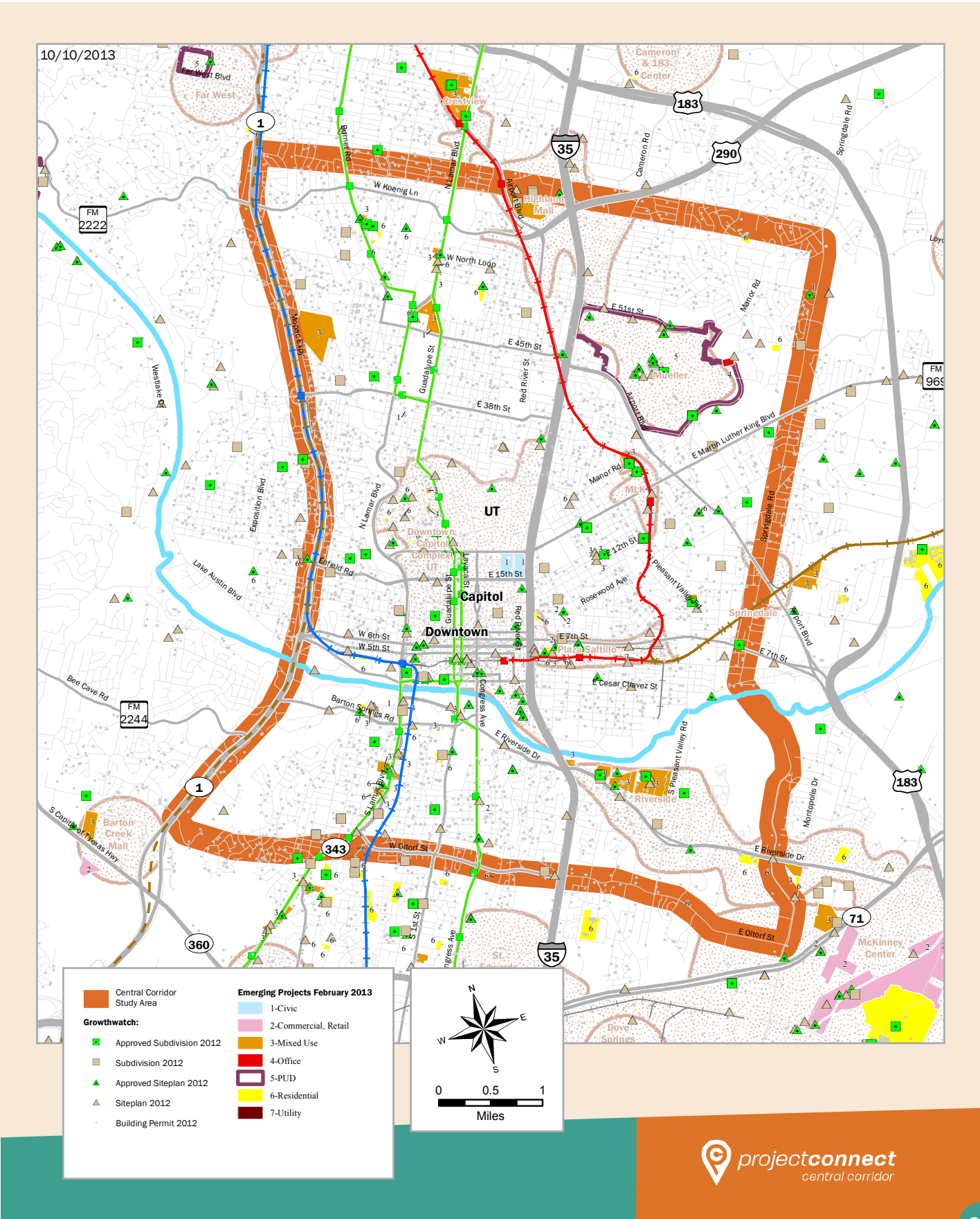


SELECTED LAND USE 2010 B

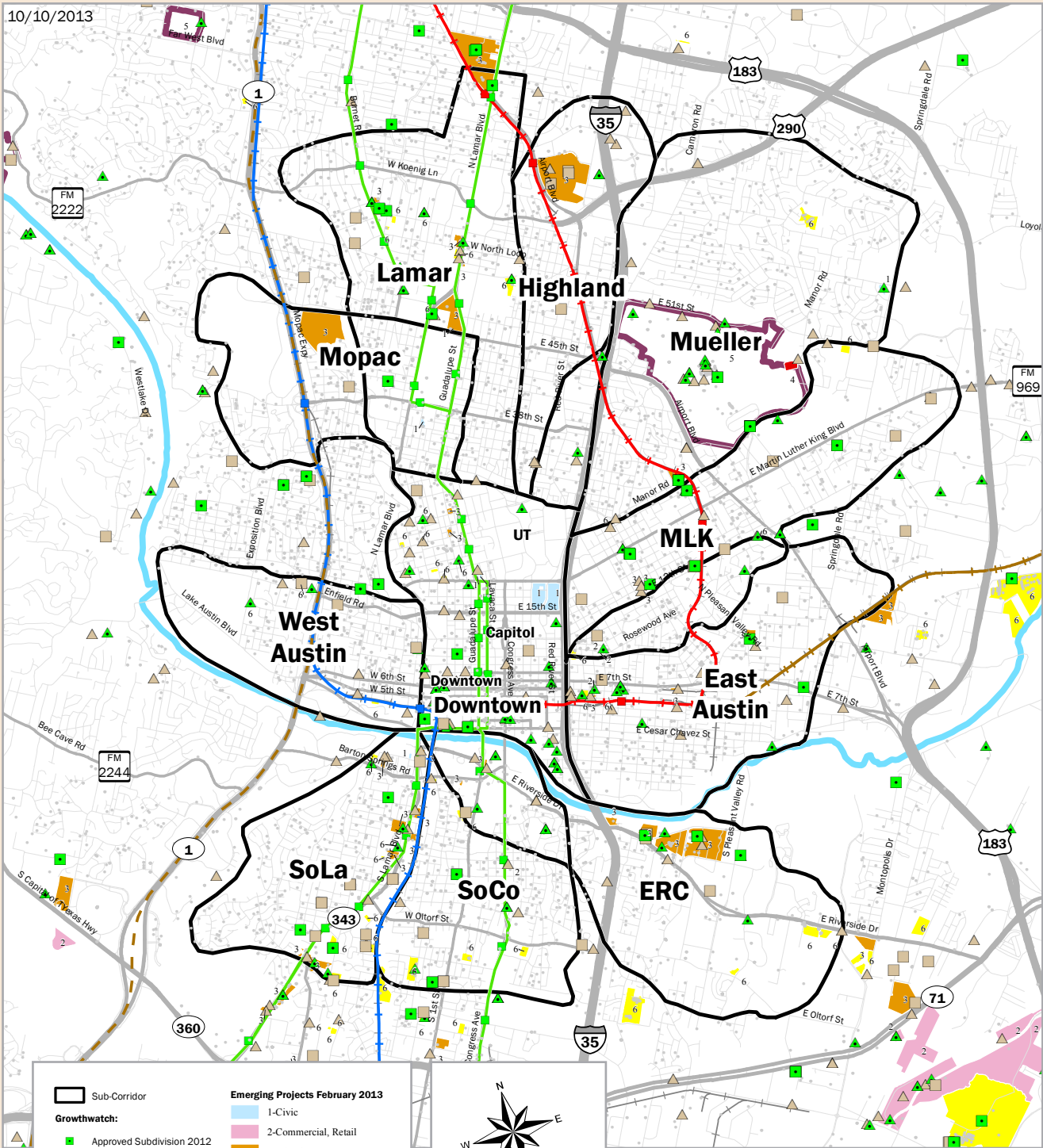




CITY OF AUSTIN 2012 GROWTH WATCH AND 2013 EMERGING PROJECTS A

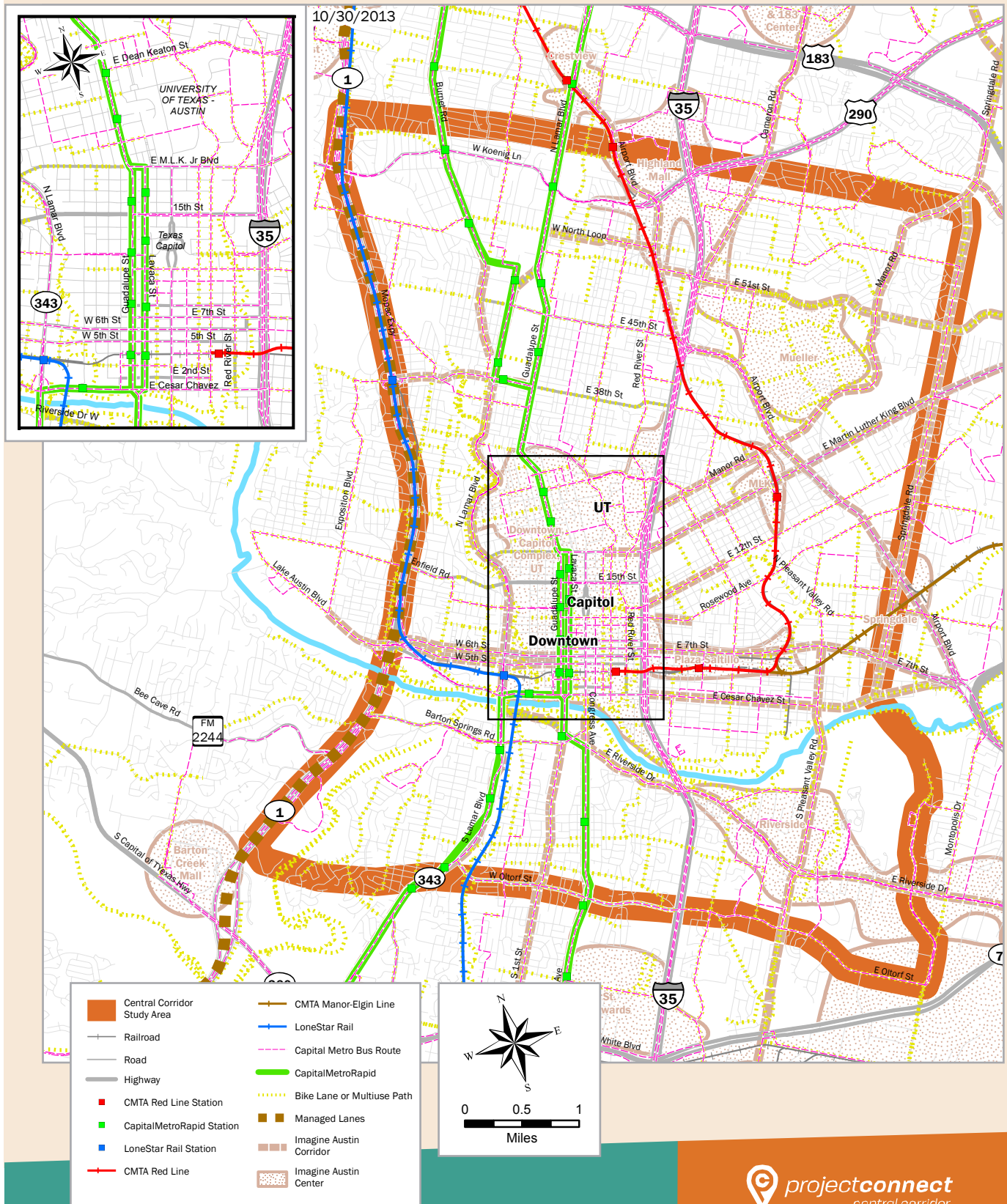


CITY OF AUSTIN 2012 GROWTH WATCH AND 2013 EMERGING PROJECTS B

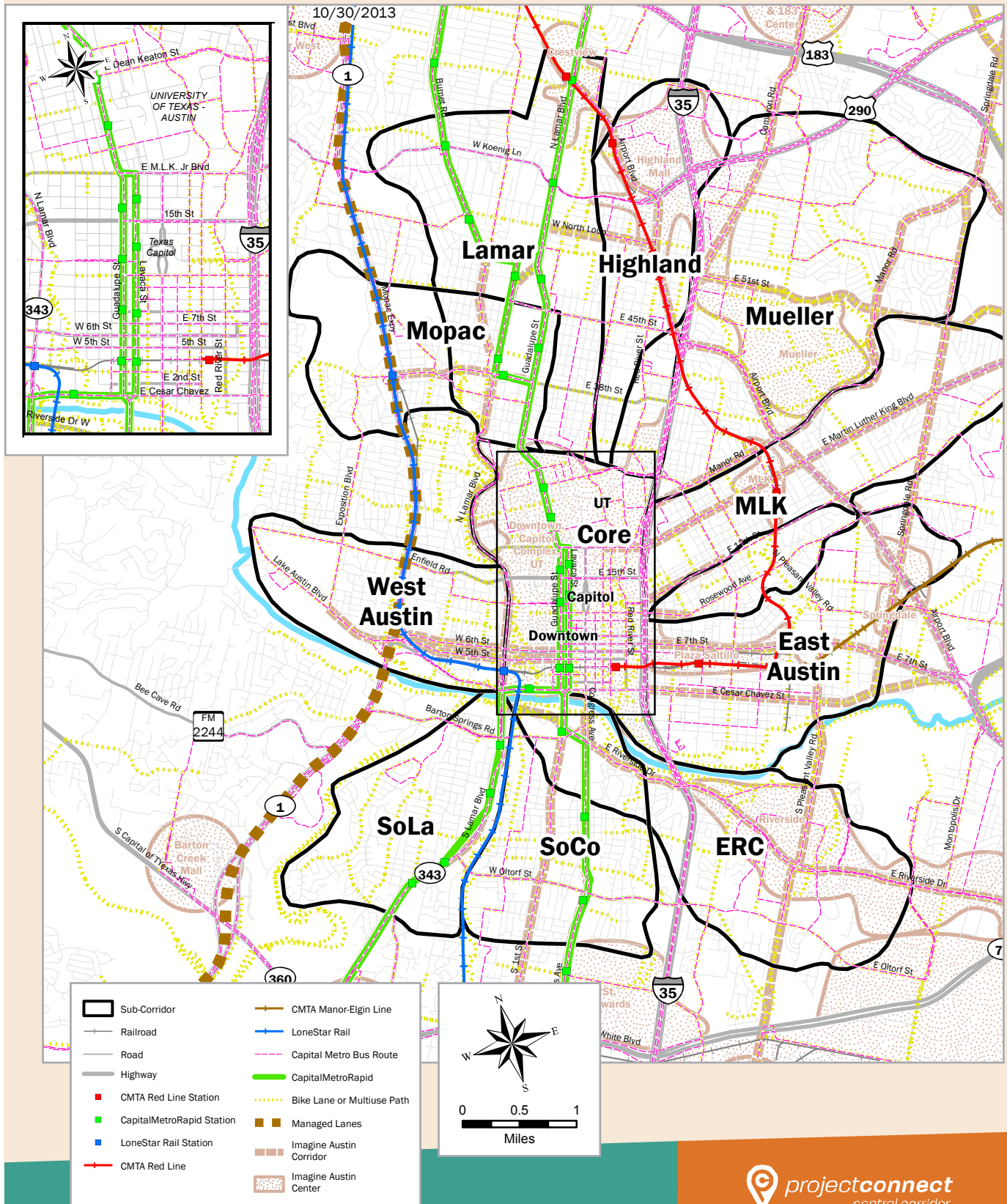




# MULTIMODAL SYSTEM A

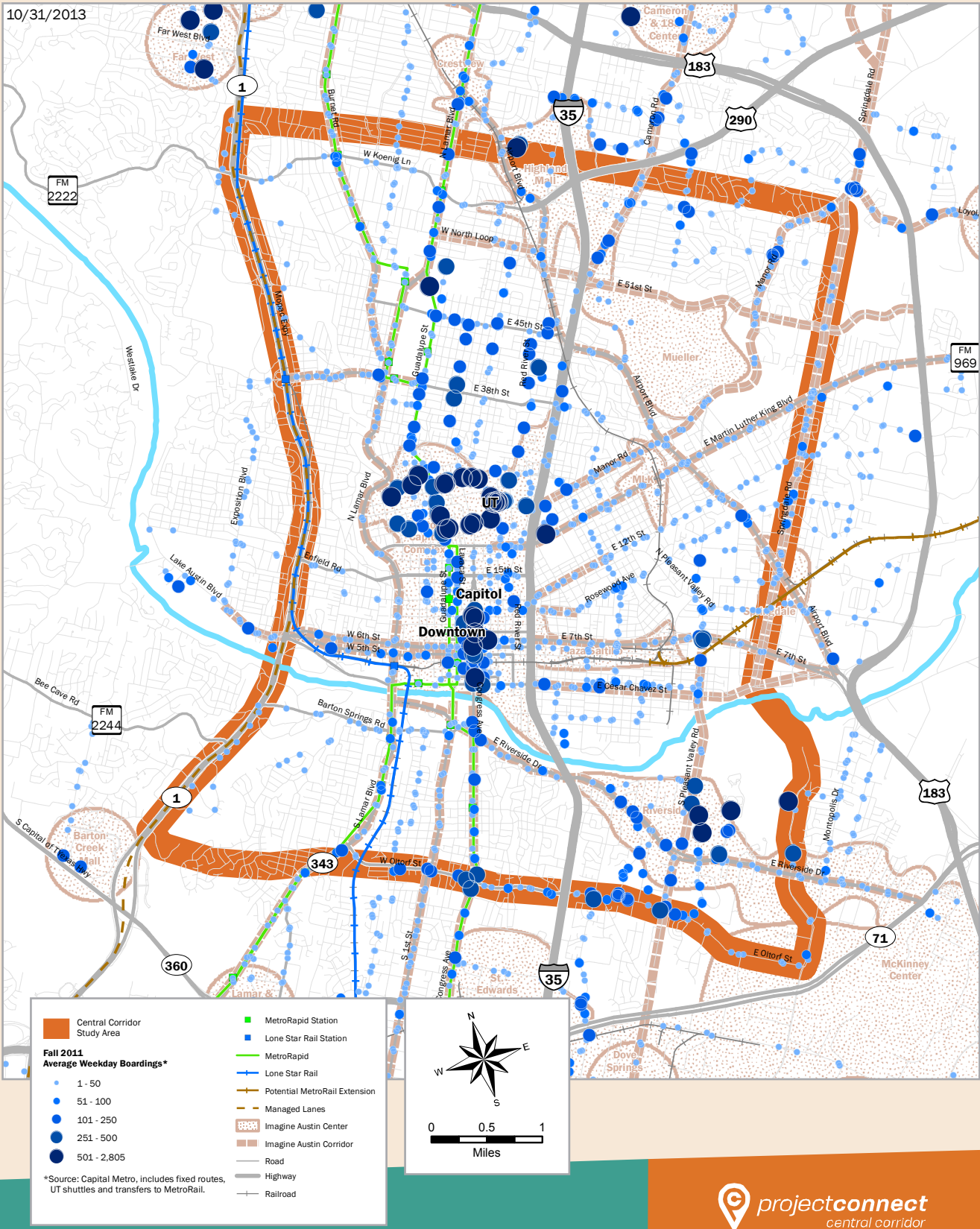


## MULTIMODAL SYSTEM B

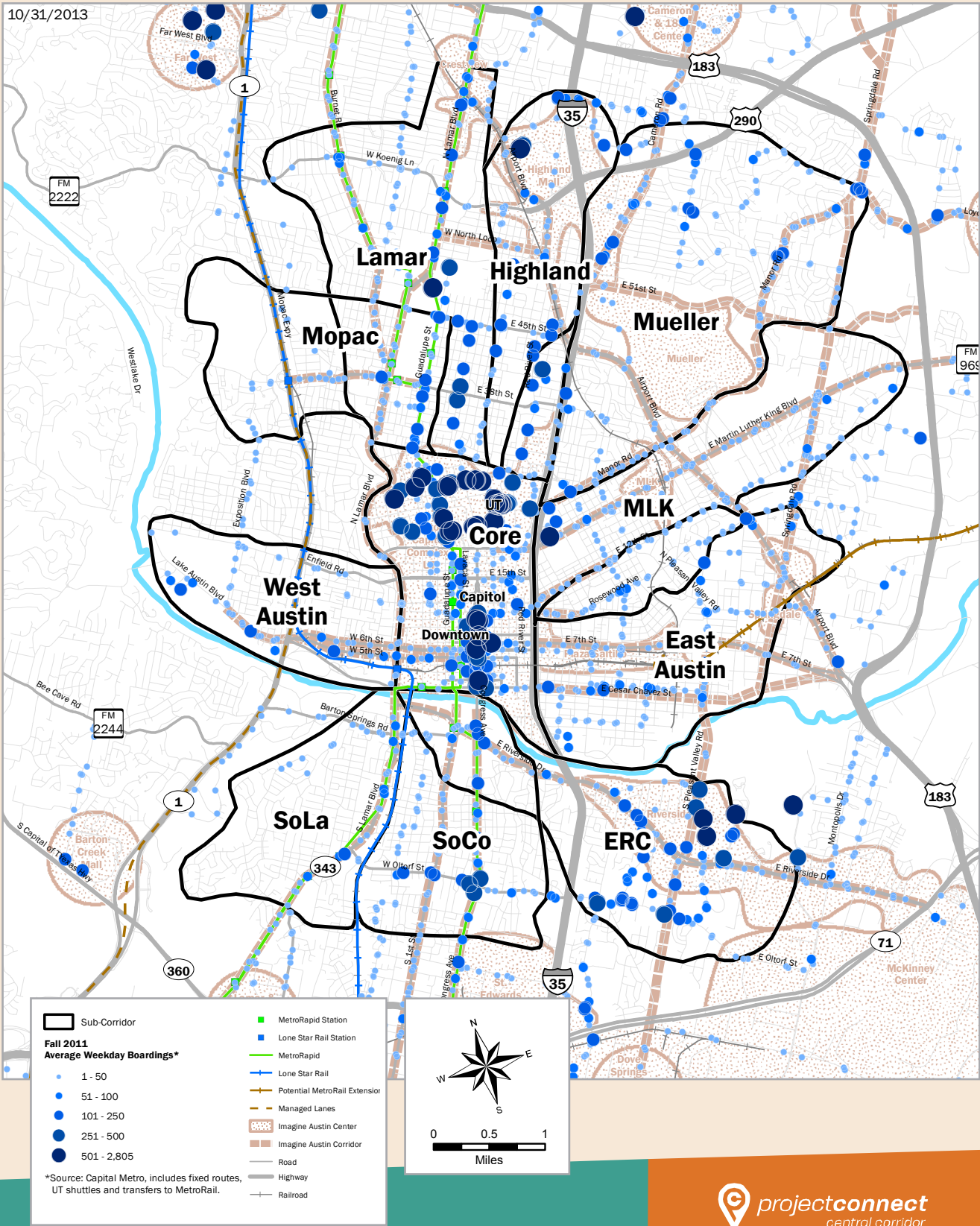




BUS RIDERSHIP – FALL 2011 A

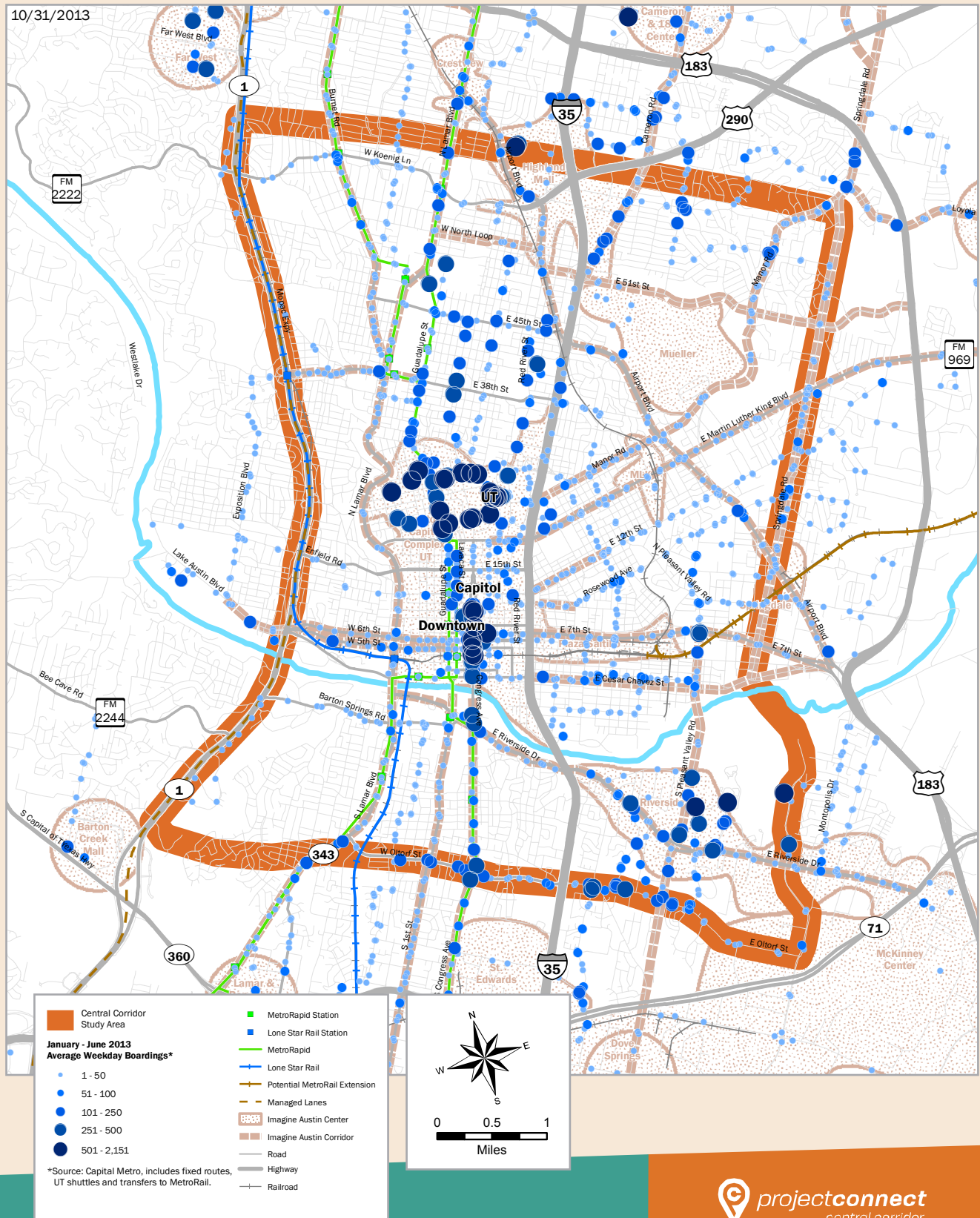


BUS RIDERSHIP – FALL 2011 B

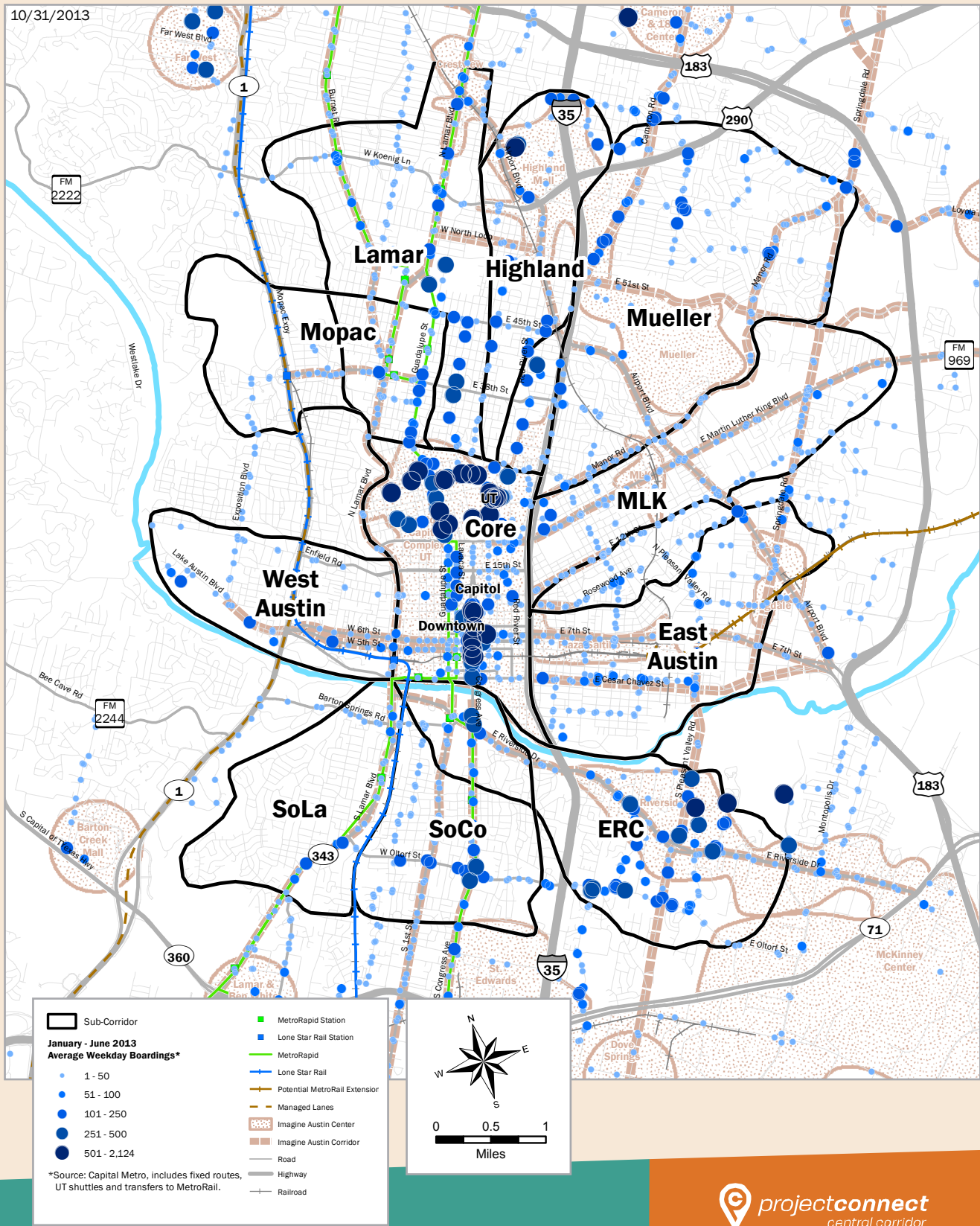




## BUS RIDERSHIP – JANUARY THROUGH JUNE 2013 A

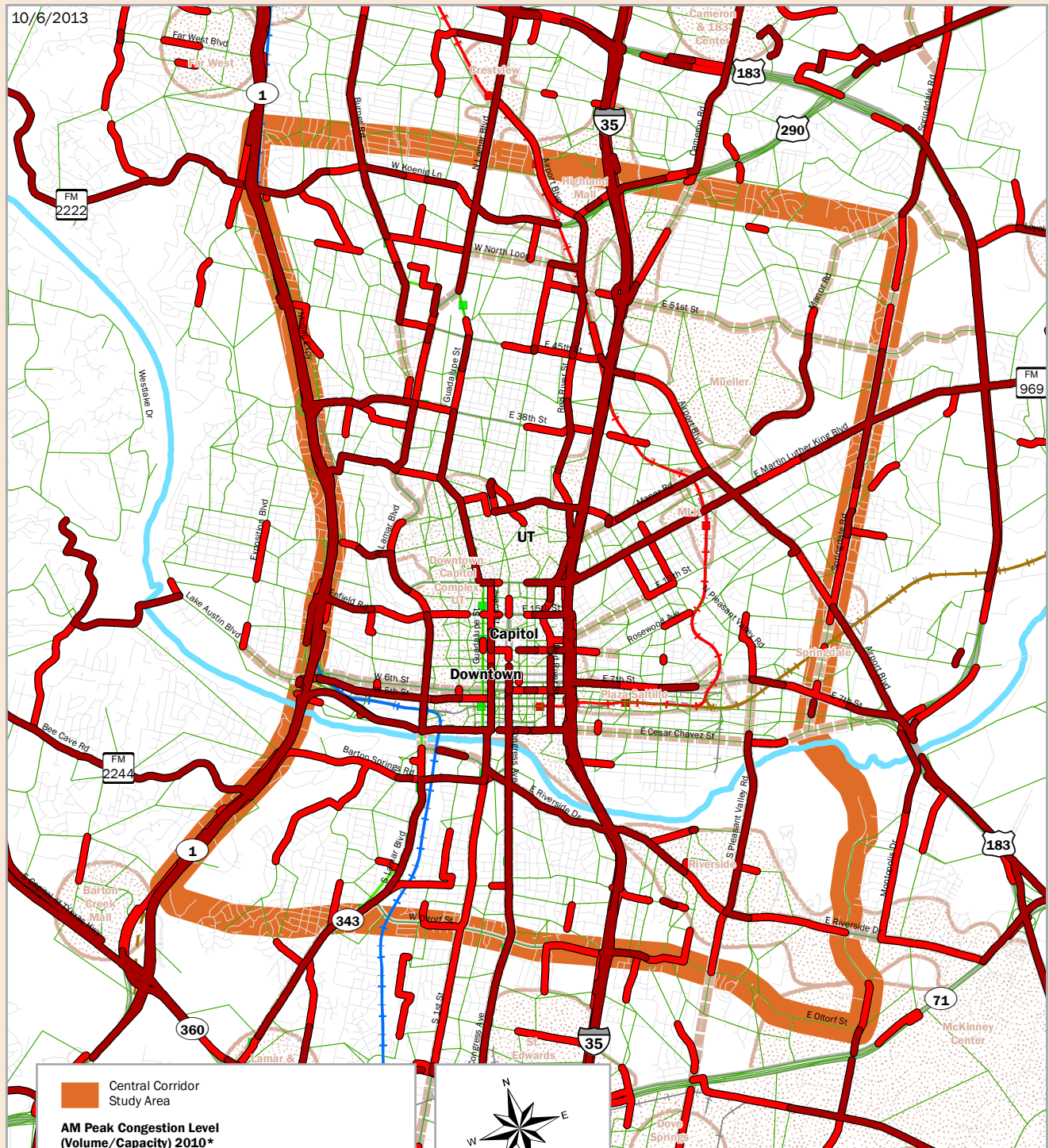


BUS RIDERSHIP – JANUARY THROUGH JUNE 2013 B

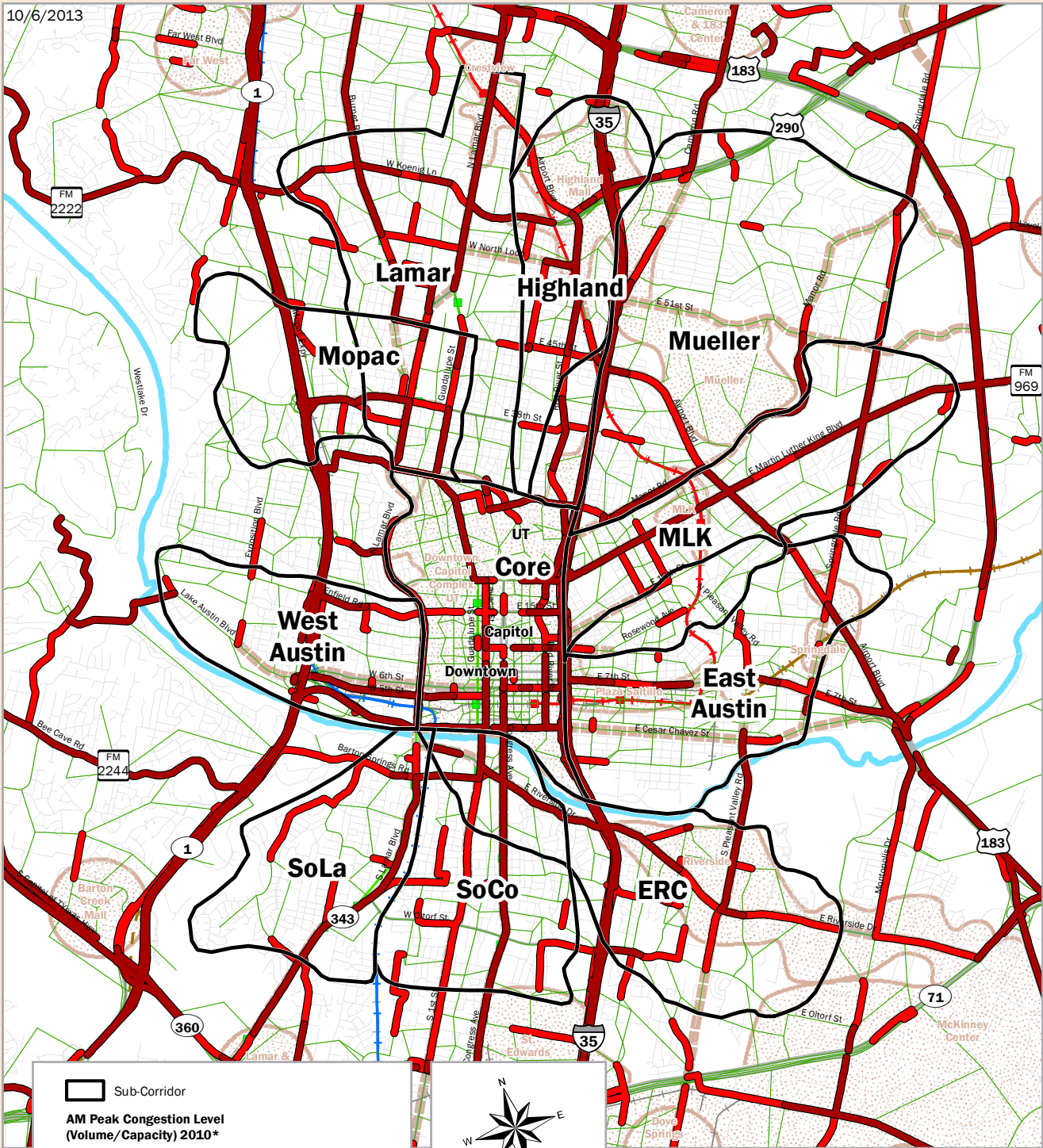




## TRAVEL DEMAND MODEL 2010 LINK VOLUME/CAPACITY (V/C) A



TRAVEL DEMAND MODEL 2010 LINK VOLUME/CAPACITY (V/C) B



Sub-Corridor

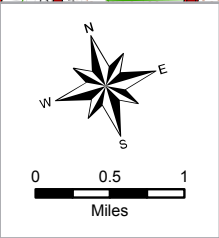
AM Peak Congestion Level  
(Volume/Capacity) 2010\*

Uncongested (< 1.0)

Congested (1.0 - 1.3)

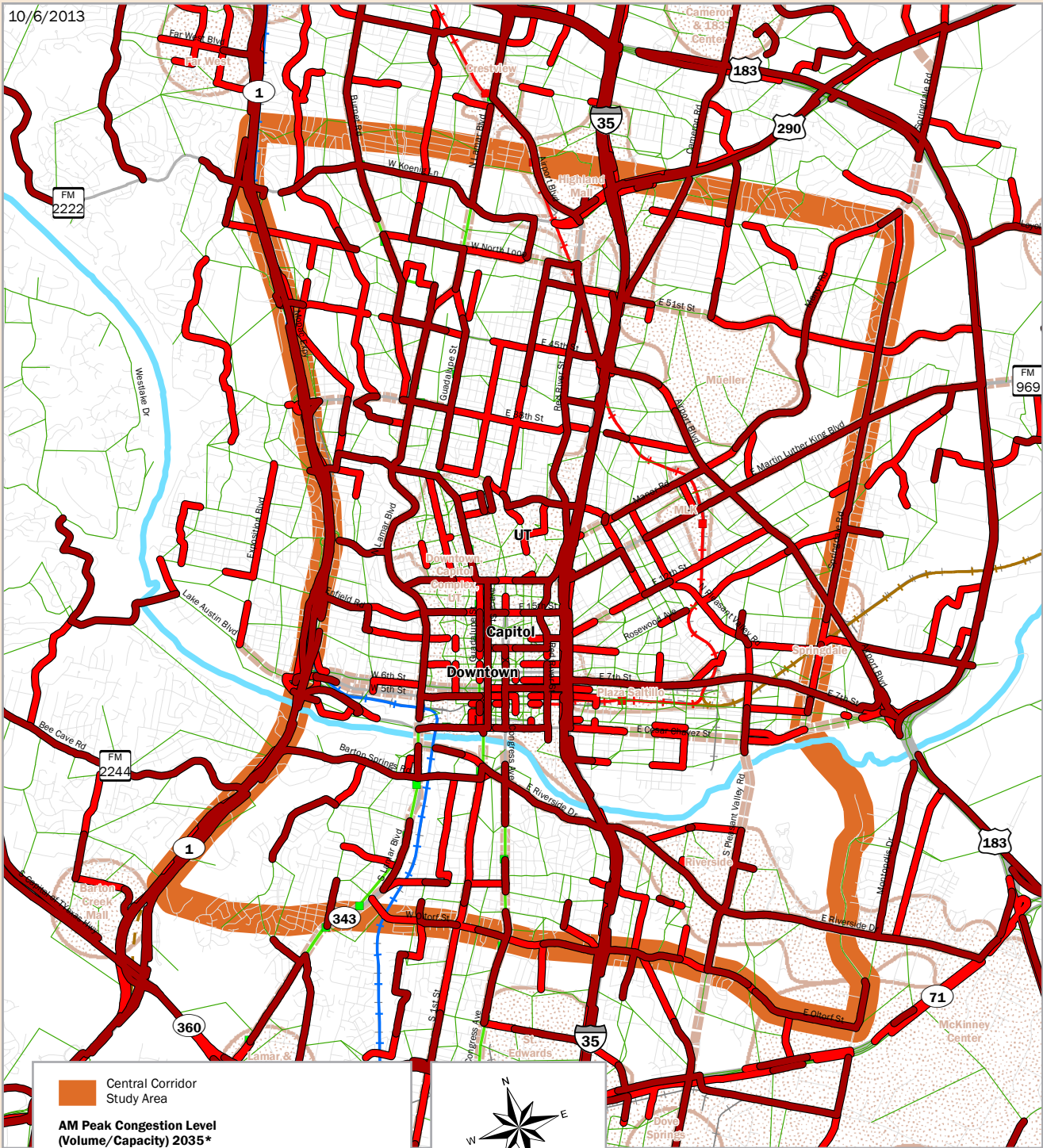
Severely Congested (>1.3)

\*Source: CAMPO Travel Demand Model - 2010 Link Volume/Capacity.





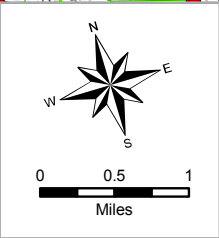
TRAVEL DEMAND MODEL 2035 LINK VOLUME/CAPACITY (V/C) A



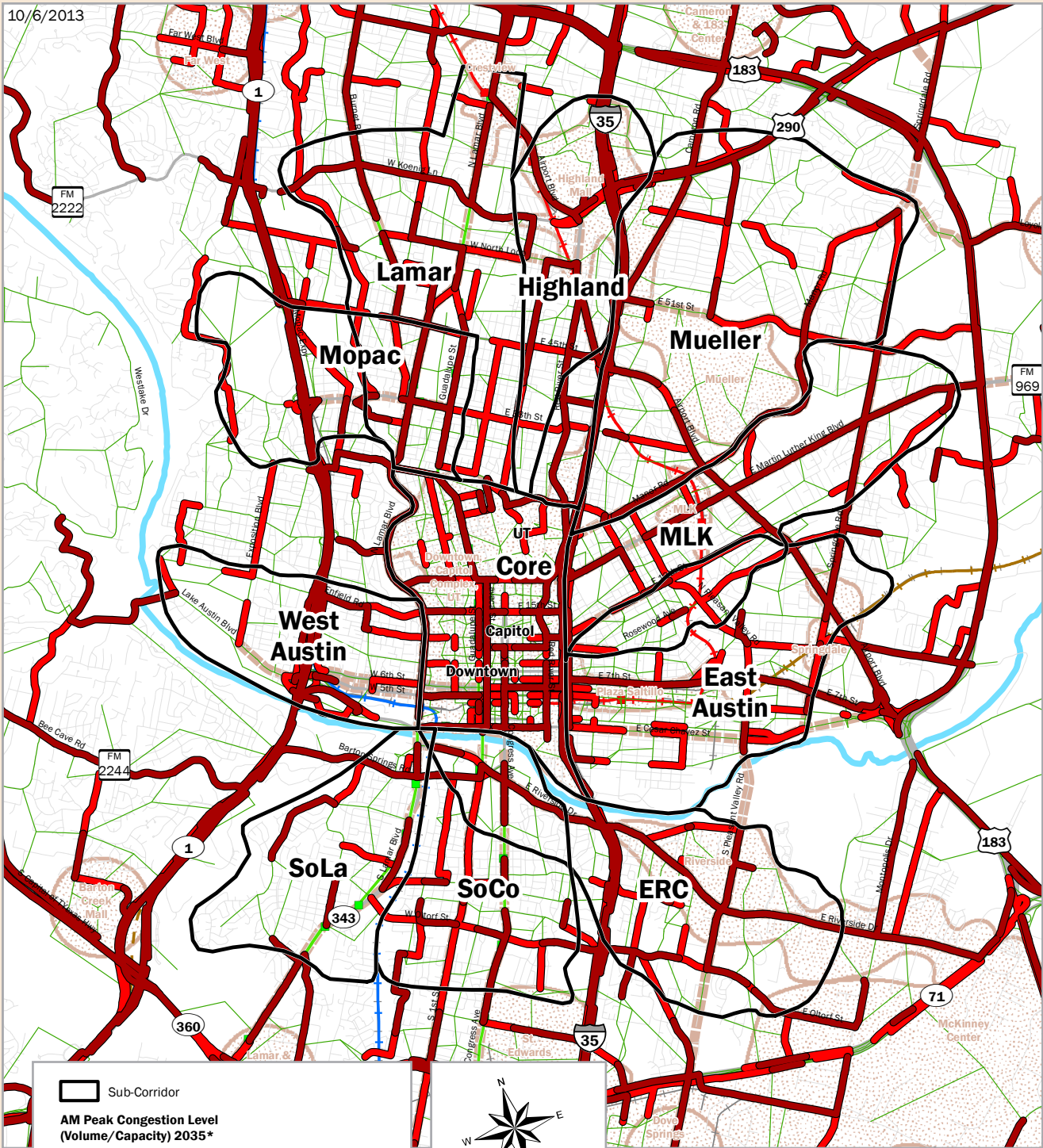
Central Corridor Study Area

**AM Peak Congestion Level (Volume/Capacity) 2035\***  
— Uncongested (< 1.0)  
— Congested (1.0 - 1.3)  
— Severely Congested (>1.3)

\*Source: CAMPO Travel Demand Model - 2035 Link Volume/Capacity.

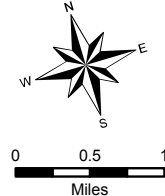


TRAVEL DEMAND MODEL 2035 LINK VOLUME/CAPACITY (V/C) B



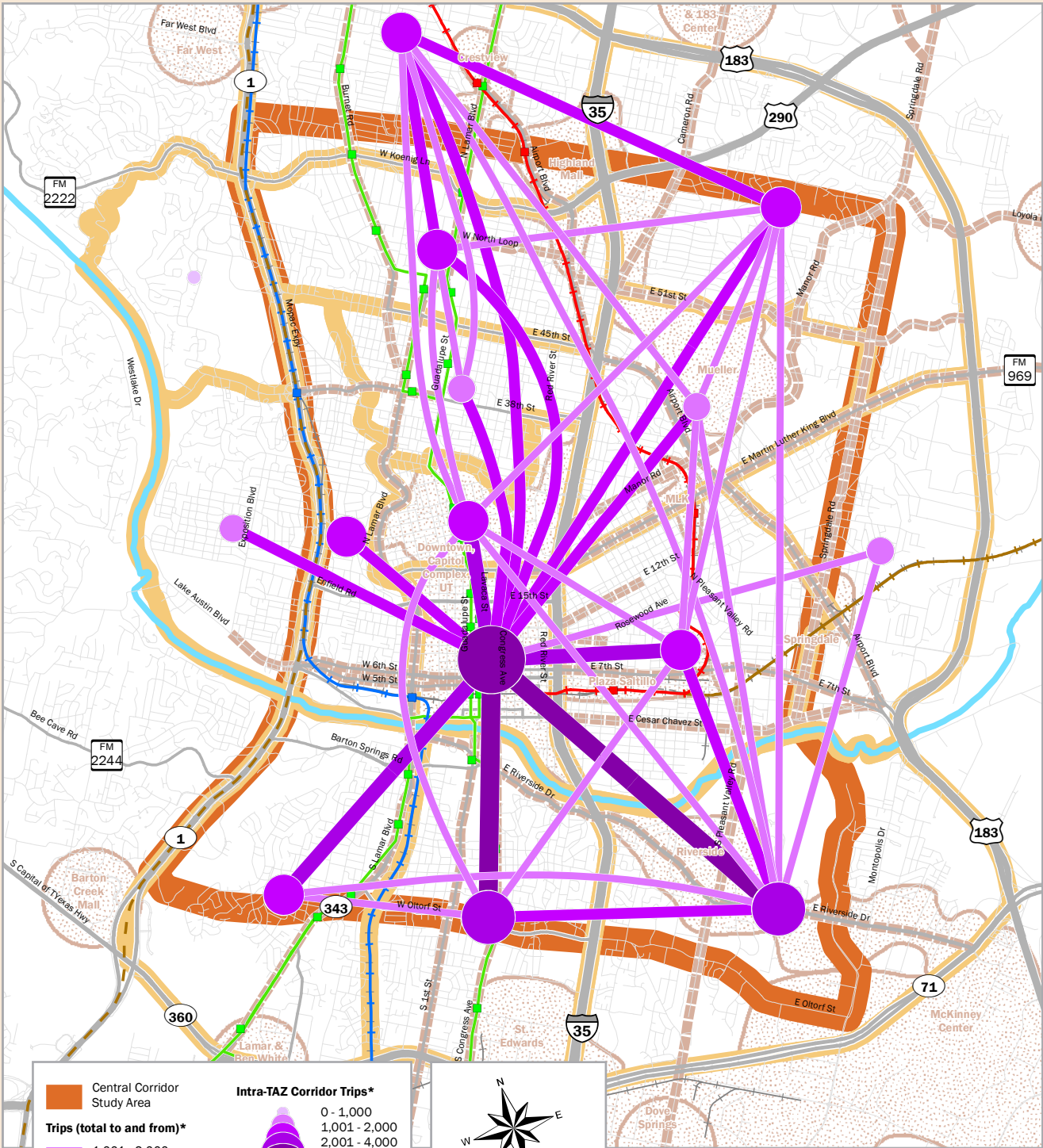
- 10/6/2013
- Sub-Corridor
- AM Peak Congestion Level  
(Volume/Capacity) 2035\***
- Uncongested (< 1.0)
  - Congested (1.0 - 1.3)
  - Severely Congested (> 1.3)

\*Source: CAMPO Travel Demand Model - 2035 Link Volume/Capacity.





TRAVEL DEMAND MODEL 2035 ORIGIN-DESTINATION TRIPS  
(CENTRAL CORRIDOR) A



Central Corridor Study Area

Trips (total to and from)\*

1,001 - 2,000

2,001 - 4,000

4,001 - 6,000

> 6,000

Intra-TAZ Corridor Trips\*

0 - 1,000

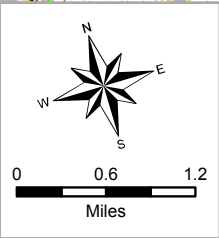
1,001 - 2,000

2,001 - 4,000

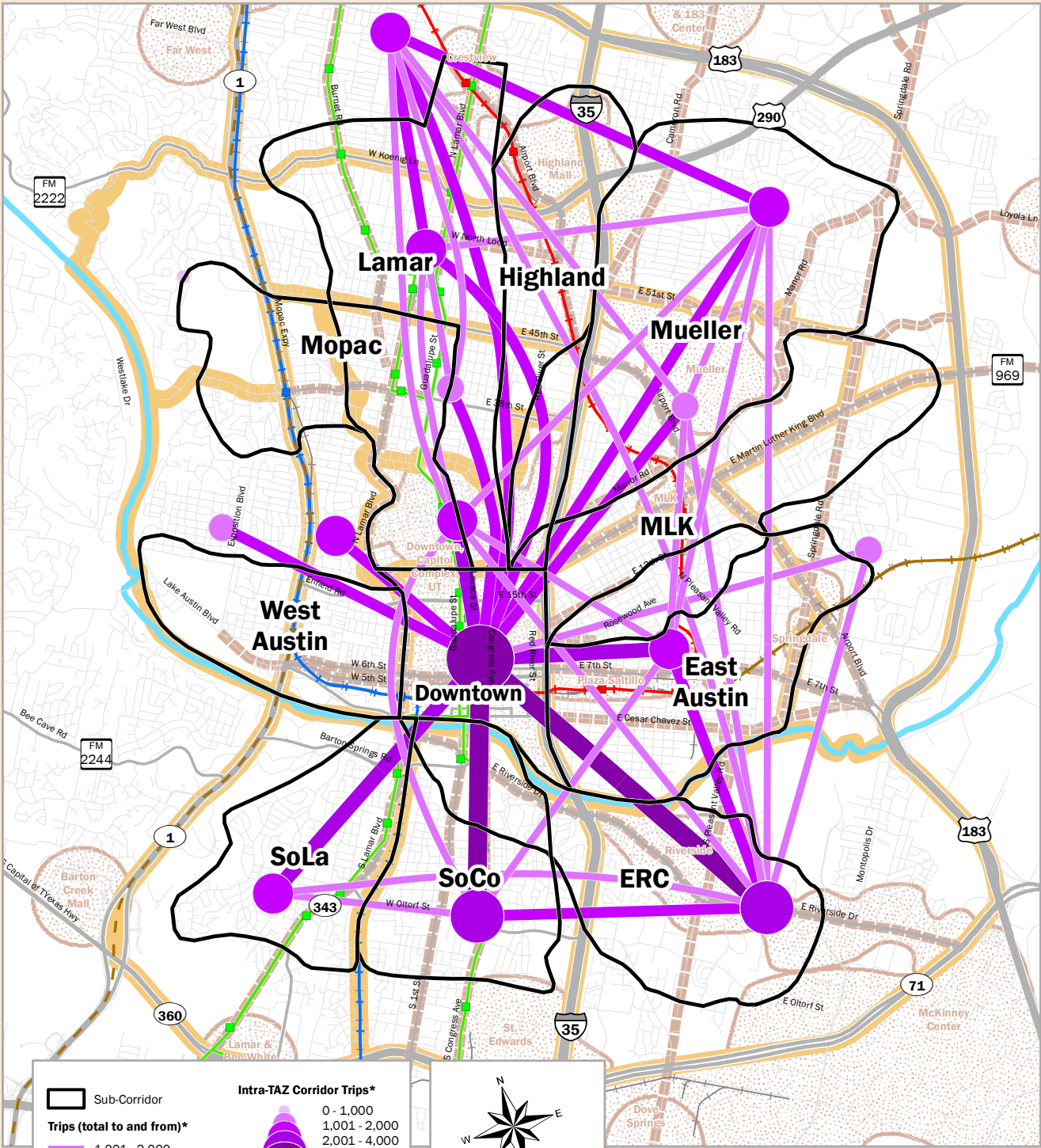
4,001 - 6,000

> 6,000

\*Source: Capital Area Metropolitan Planning Office (CAMPO) 2035 projections.

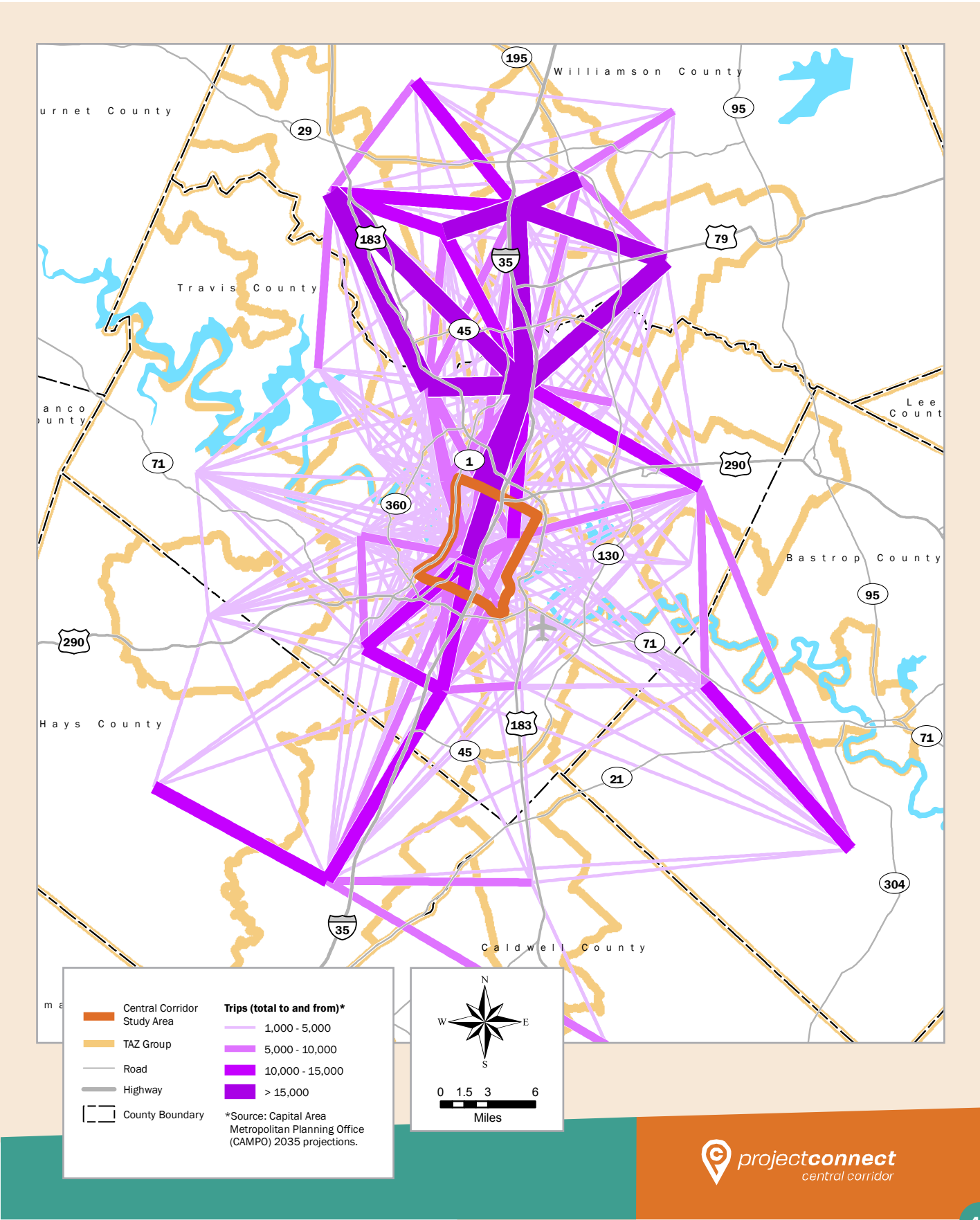


TRAVEL DEMAND MODEL 2035 ORIGIN-DESTINATION TRIPS  
(CENTRAL CORRIDOR) B

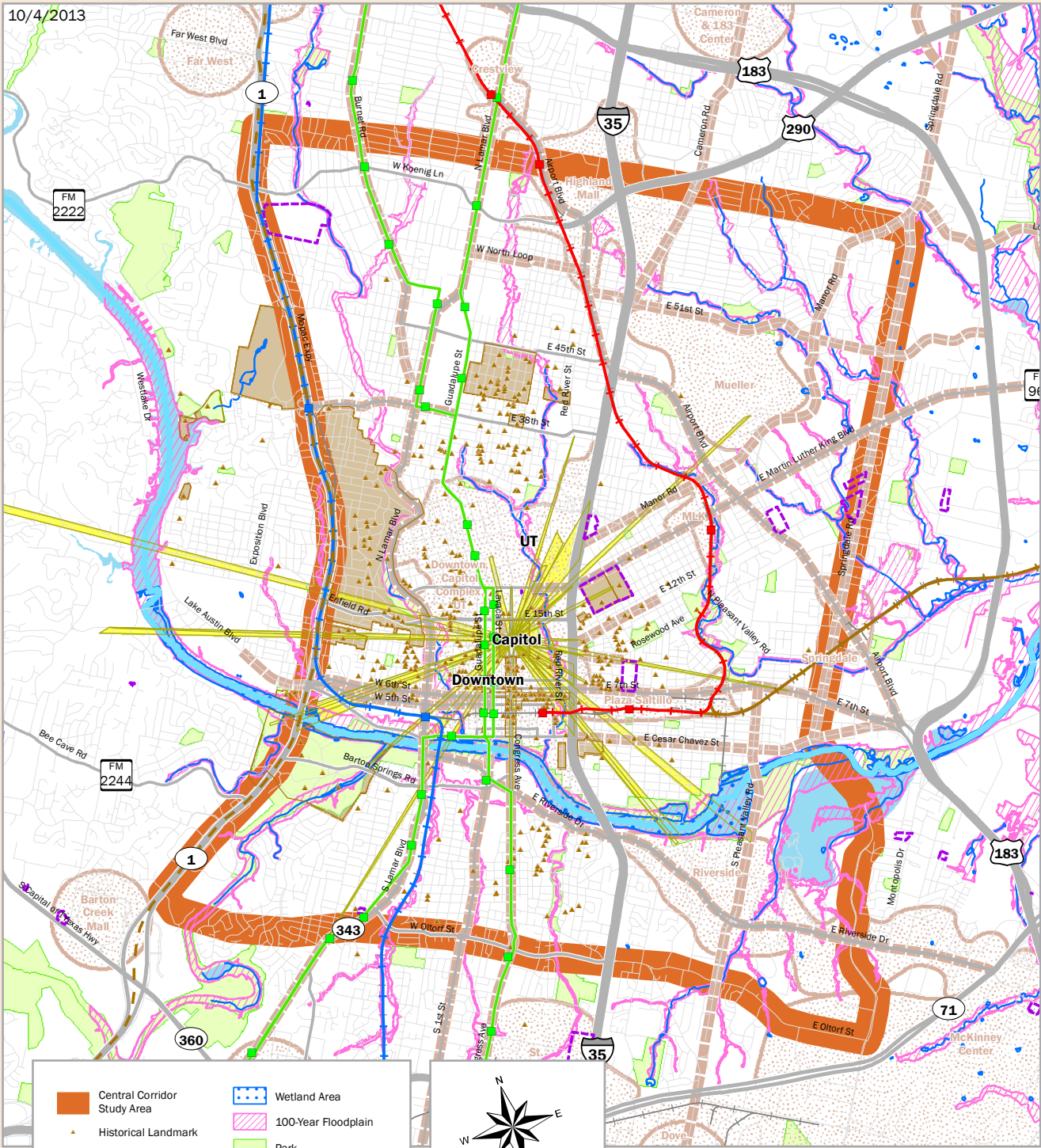




TRAVEL DEMAND MODEL 2035 ORIGIN-DESTINATION TRIPS (REGIONAL)

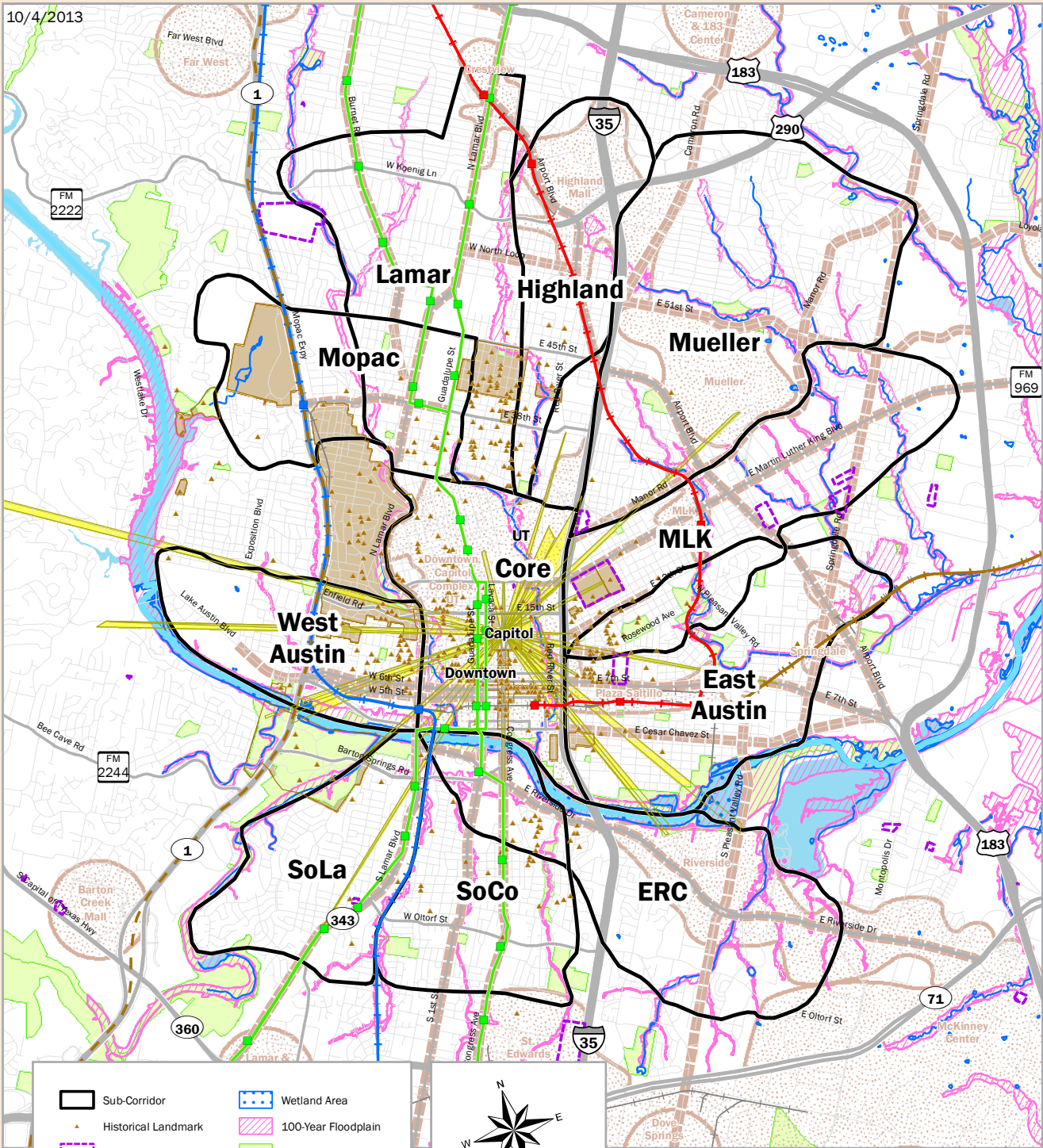


ENVIRONMENTAL CONSTRAINTS A





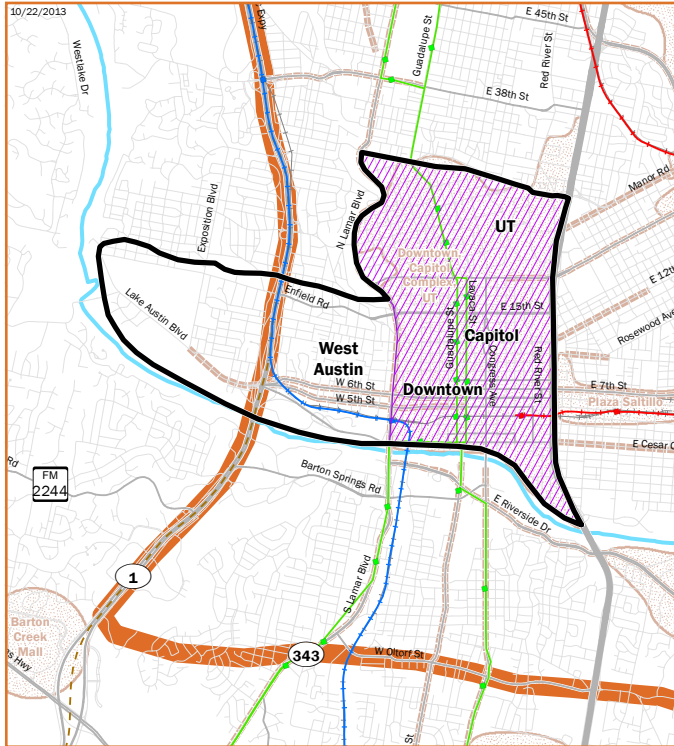
ENVIRONMENTAL CONSTRAINTS B



## Sub-Corridor Definition Packages



# WEST AUSTIN



## System Accessibility

Zero-Car Households (2010)	5.2%
Population Below Poverty Level (2010)	2.9%
Population over 65 (2010)	5.9%

## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 1,355

Number of Stops ..... 57

Daily MetroRail Boardings .... NA

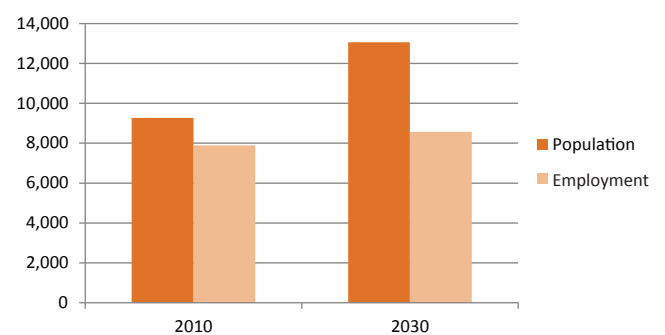
## FAST FACTS

- Total area: 2.22 square miles
- Ann and Roy Butler Hike and Bike Trail
- Brackenridge Tract (currently UT student housing and Lions Municipal Golf Course) offers opportunity for redevelopment
- Major employers: LCRA, BBVA Compass, Home Away
- Amtrak station, Mopac managed lanes
- High congestion due to lack of non-arterial roads in the sub-corridor

Total Households  
(2010)  
5,191

Total Affordable  
Housing Units  
(2010)  
0

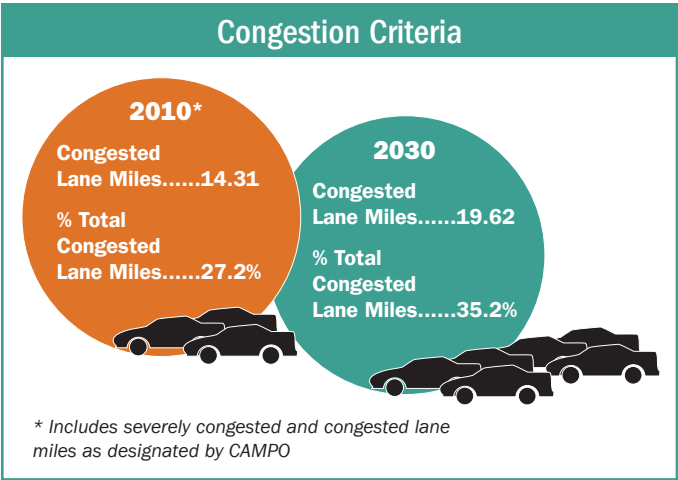
## Population and Employment



# WEST AUSTIN (continued)



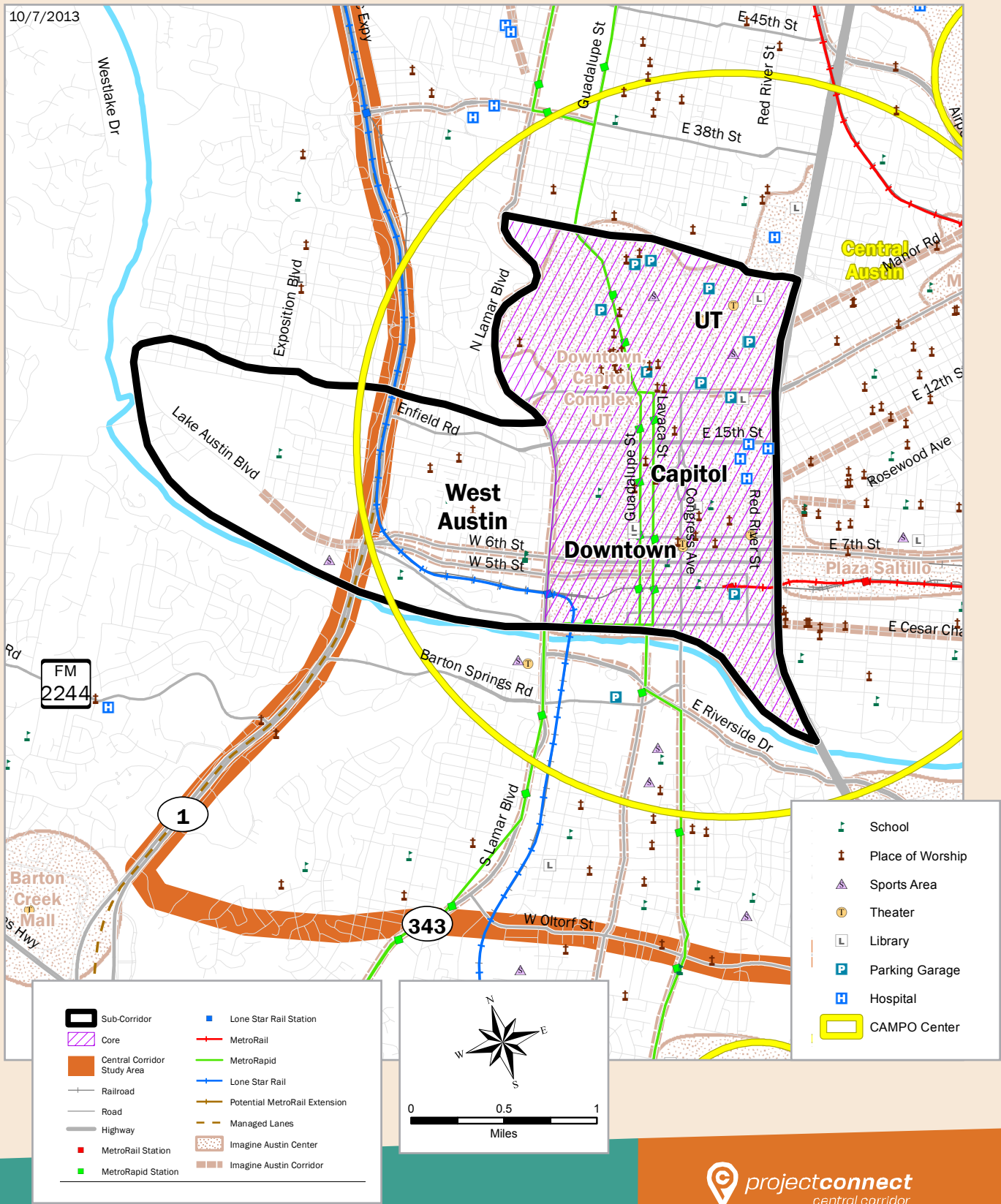
Conceptual development plan for the Brackenridge Tract (Source: utbracktract.com).



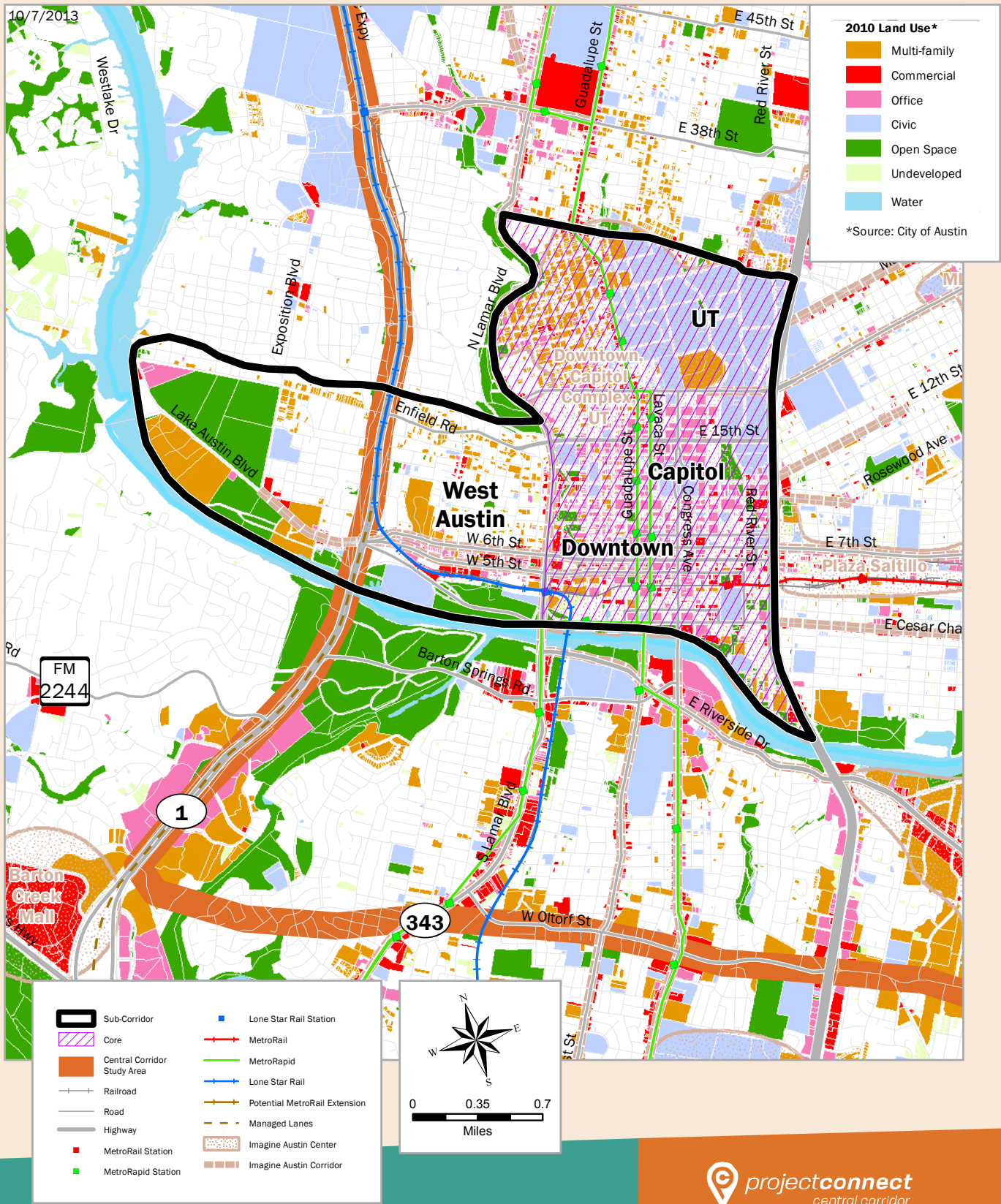
Imagine Austin Centers	
Number of Imagine Austin Centers	0
Area (sq. mi.) of Imagine Austin Centers	0
Number of Imagine Austin Corridors	2



SUB-CORRIDOR DEFINITION PACKAGE WEST

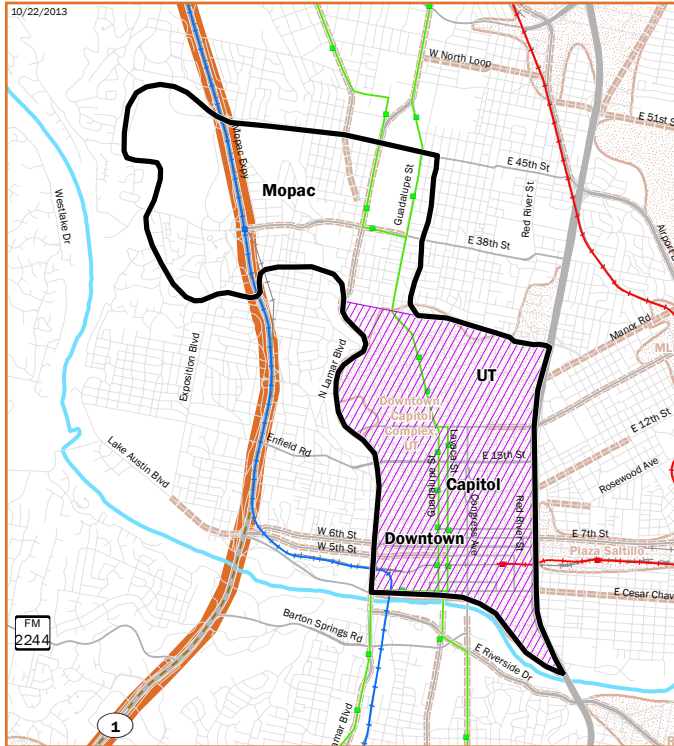


SUB-CORRIDOR DEFINITION PACKAGE WEST





# MOPAC



## System Accessibility

Zero-Car Households (2010)	7.3%
Population Below Poverty Level (2010)	1.0%
Population over 65 (2010)	13.6%

## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 1,783

Number of Stops ..... 83

Daily MetroRail Boardings .... NA

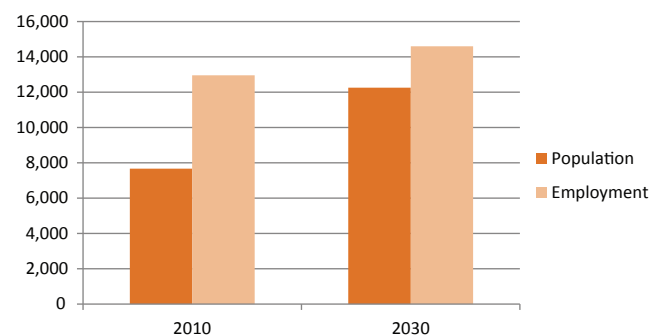
## FAST FACTS

- Total area: 2.69 square miles
- Large employment centers: medical district and Central Park at 38th and Lamar, Camp Mabry, Austin State Hospital
- MetroRapid routes 801 and 803, Mopac managed lanes
- High congestion due to lack of non-arterial roads in the sub-corridor
- Third-highest current employment density
- Highest percentage of population over 65

Total Households  
(2010)  
4,269

Total Affordable  
Housing Units  
(2010)  
20

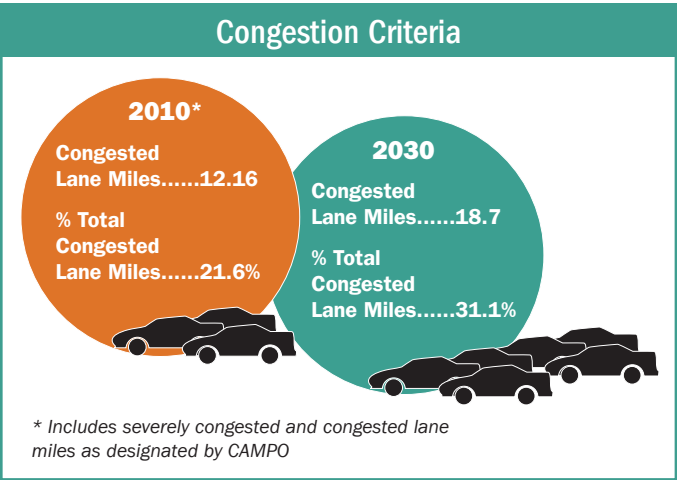
## Population and Employment



# MOPAC (continued)



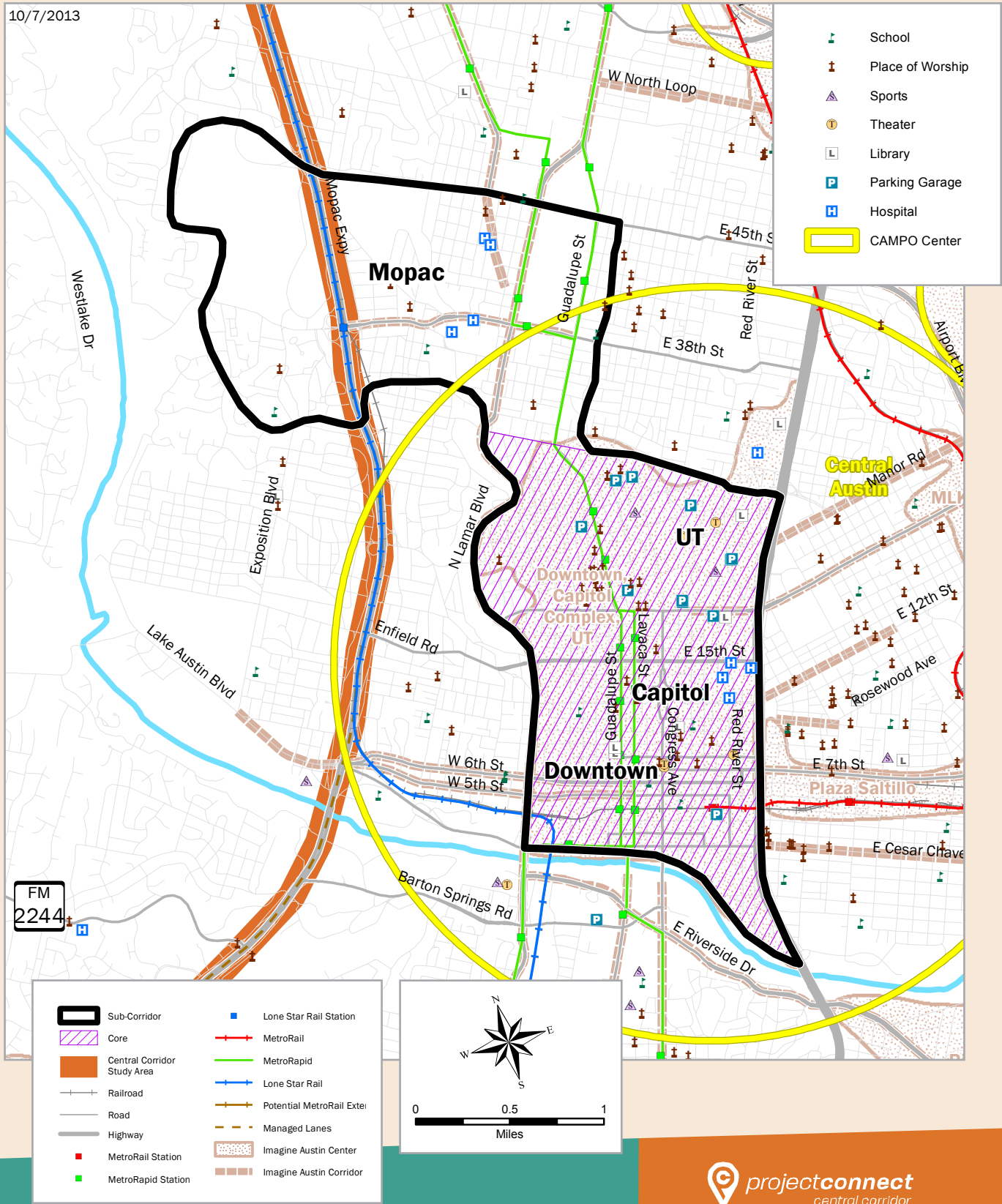
The Mopac sub-corridor includes Camp Mabry (Photo credit: David E. Hollingsworth. Source: Wikipedia).



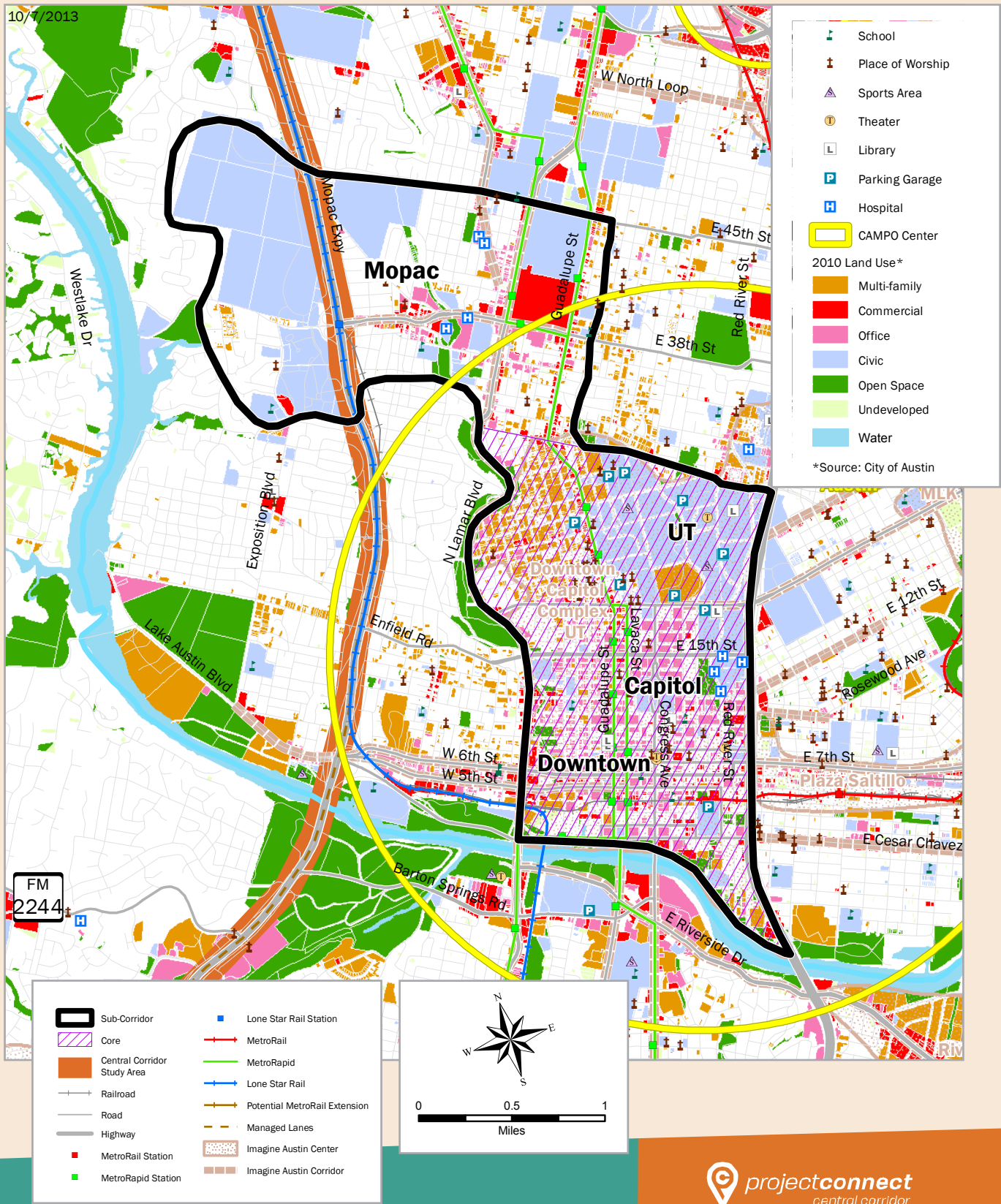
Imagine Austin Centers	
Number of Imagine Austin Centers	1
Area (sq. mi.) of Imagine Austin Centers	0.01
Number of Imagine Austin Corridors	3



SUB-CORRIDOR DEFINITION PACKAGE MOPAC

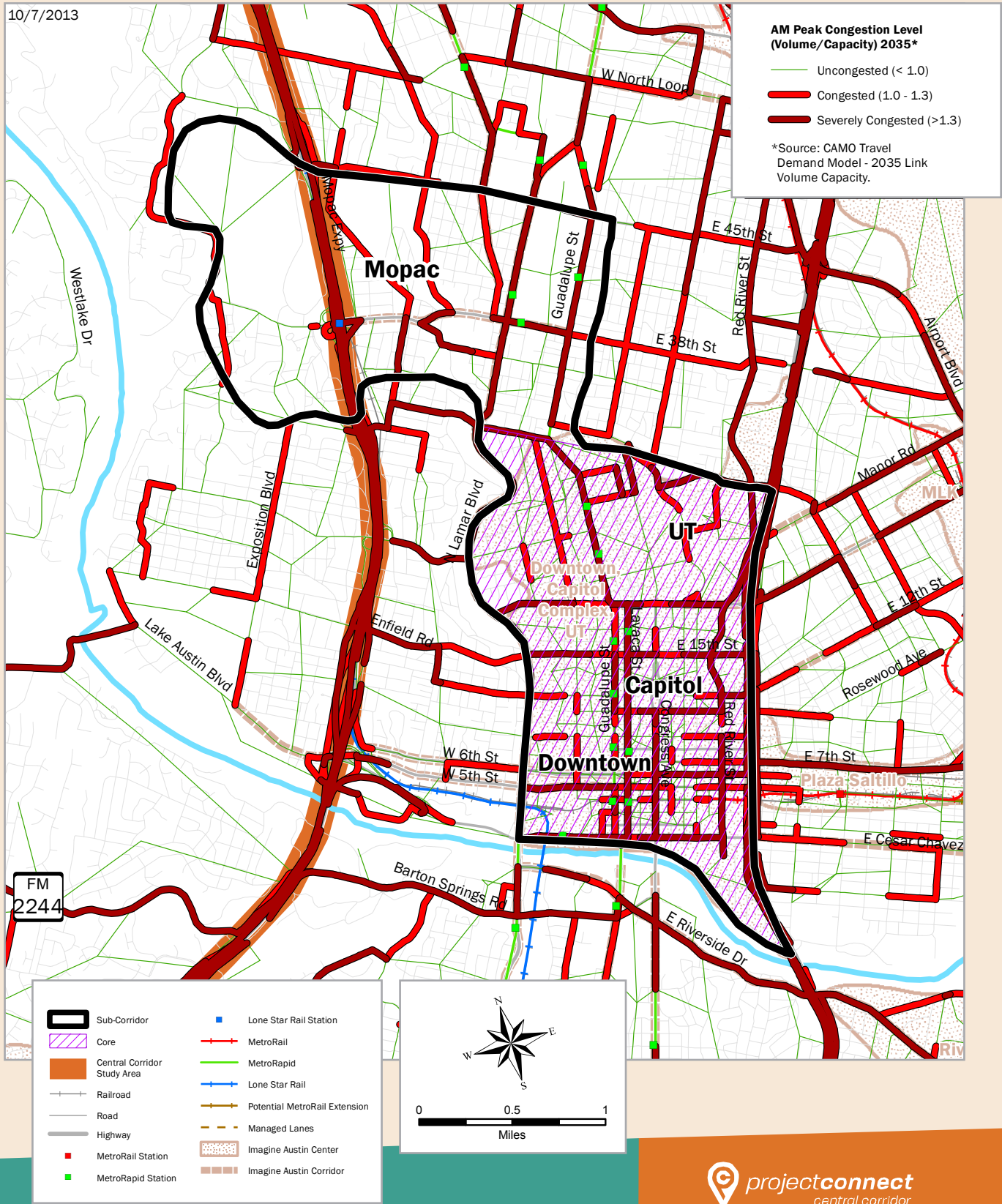


SUB-CORRIDOR DEFINITION PACKAGE MOPAC

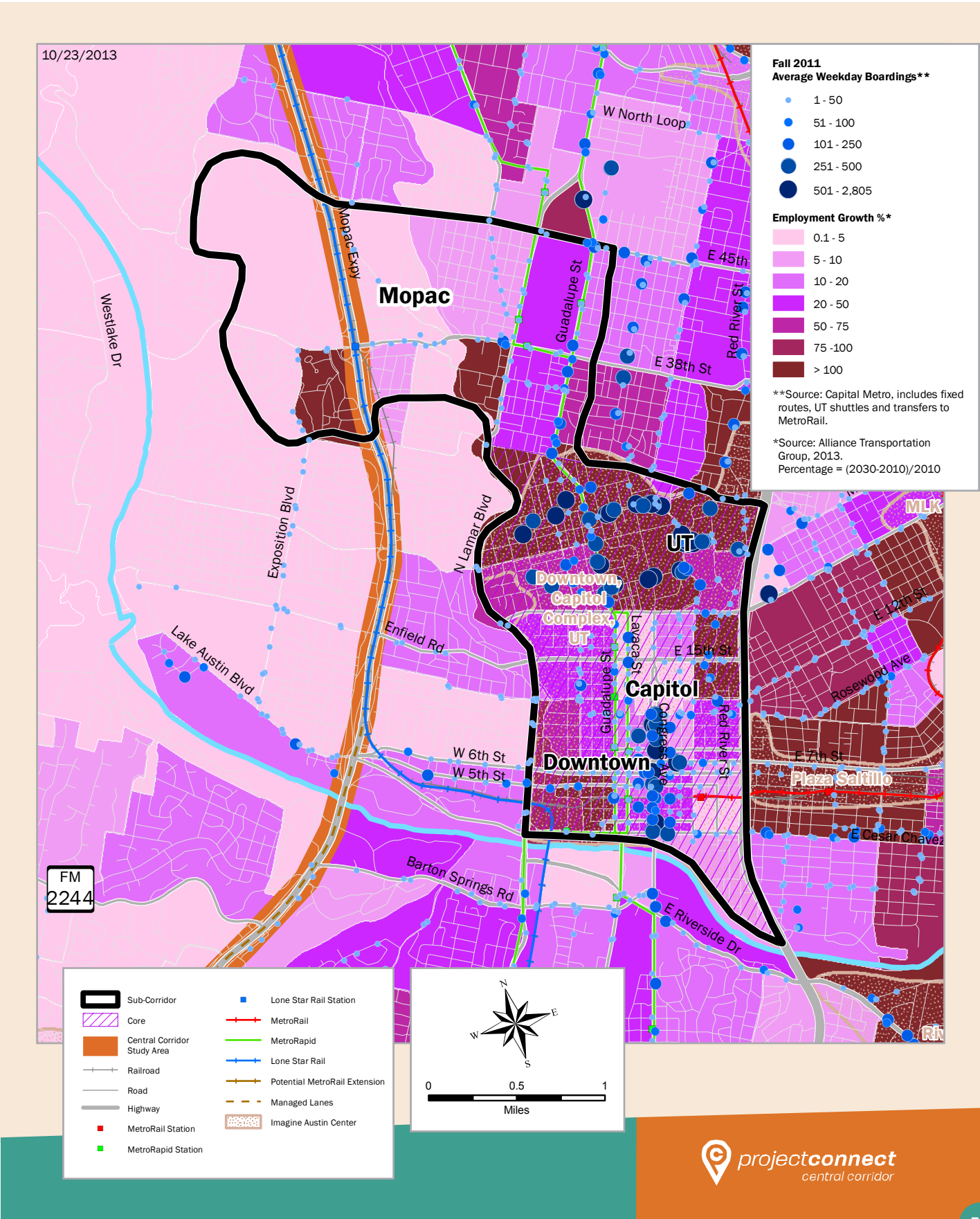




SUB-CORRIDOR DEFINITION PACKAGE MOPAC

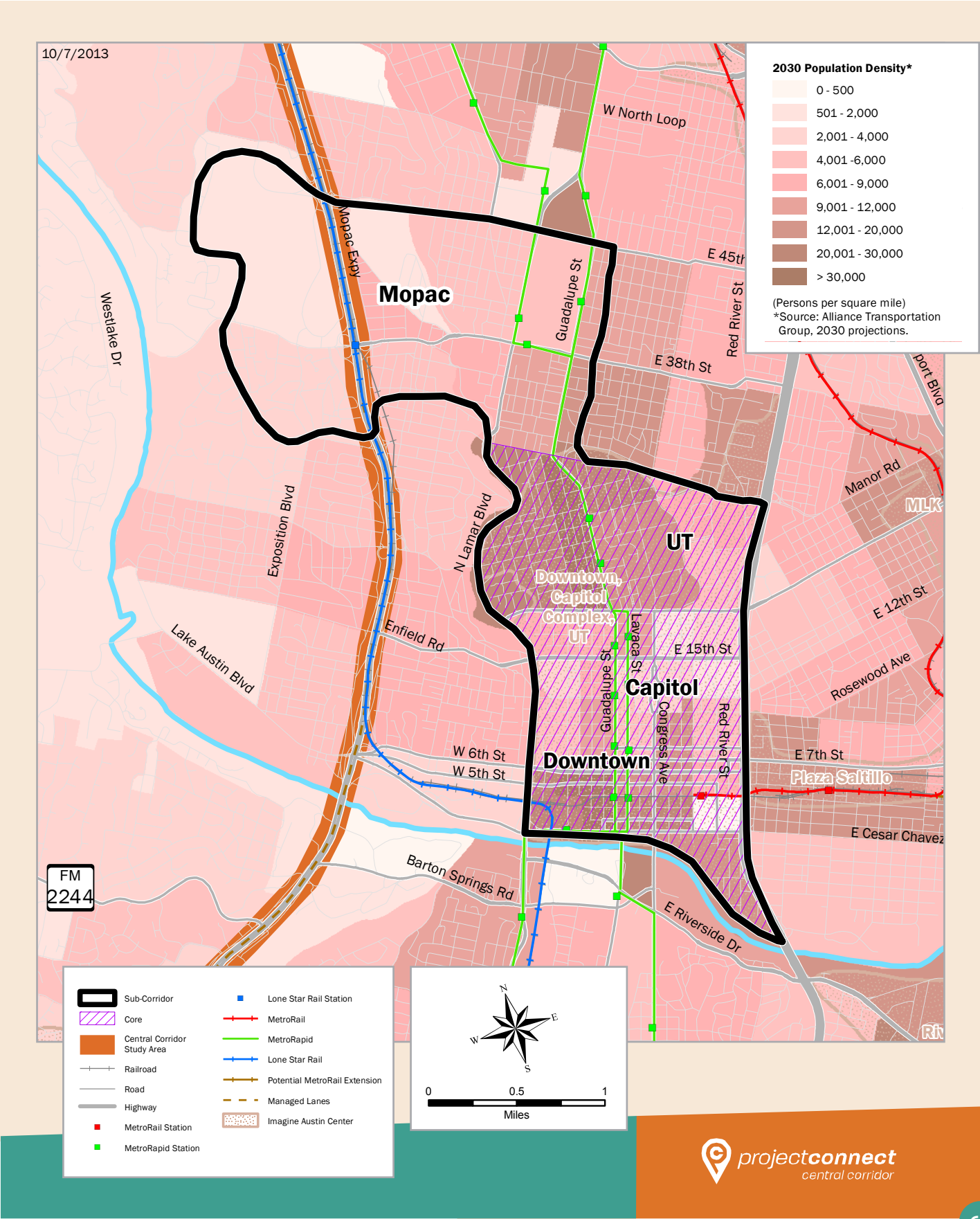


SUB-CORRIDOR DEFINITION PACKAGE MOPAC

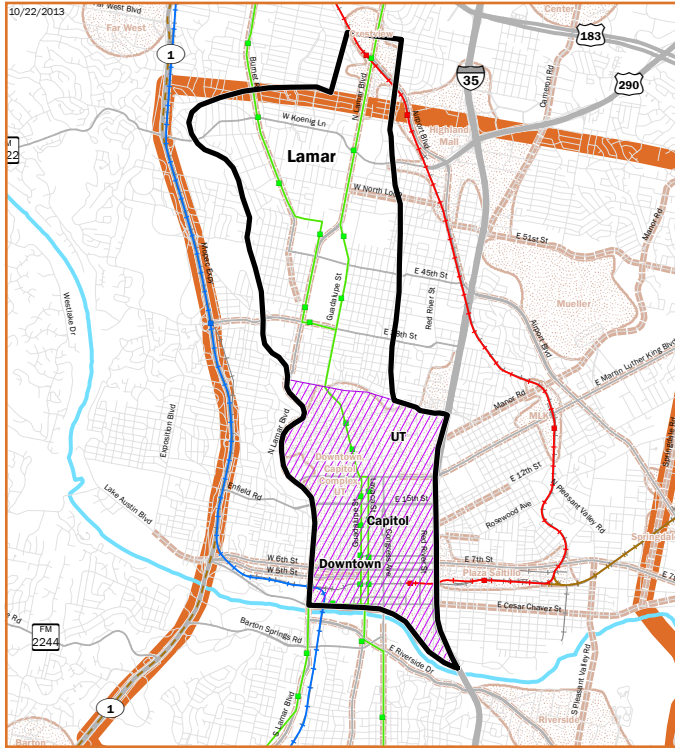




SUB-CORRIDOR DEFINITION PACKAGE MOPAC



# LAMAR



## System Accessibility

Zero-Car Households (2010)	10.6%
Population Below Poverty Level (2010)	1.4%
Population over 65 (2010)	4.7%

## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 6,736

Number of Stops ..... 176

Daily MetroRail Boardings .... 254

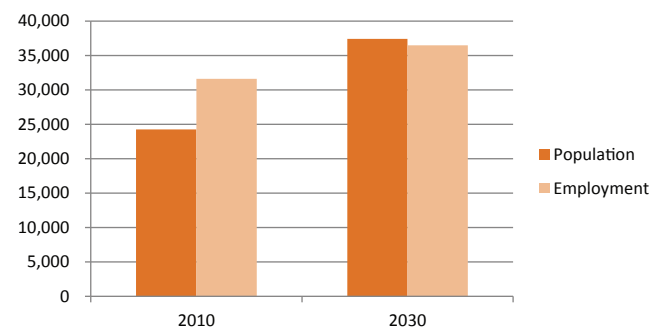
## FAST FACTS

- Total area: 4.56 square miles
- Mixed-use/TOD: Triangle, Crestview (Crestview is Imagine Austin Center)
- Large employment centers: medical district and Central Park at 38th and Lamar, Austin State Hospital, TX Department of Public Safety, TX Department of State Health Services
- MetroRapid routes 801 and 803, MetroRail
- Third-highest 2010 population; second-highest 2030 population
- Second-highest 2010 population density
- Highest 2010 and 2030 employment and employment density

Total Households  
(2010)  
13,592

Total Affordable  
Housing Units  
(2010)  
203

## Population and Employment



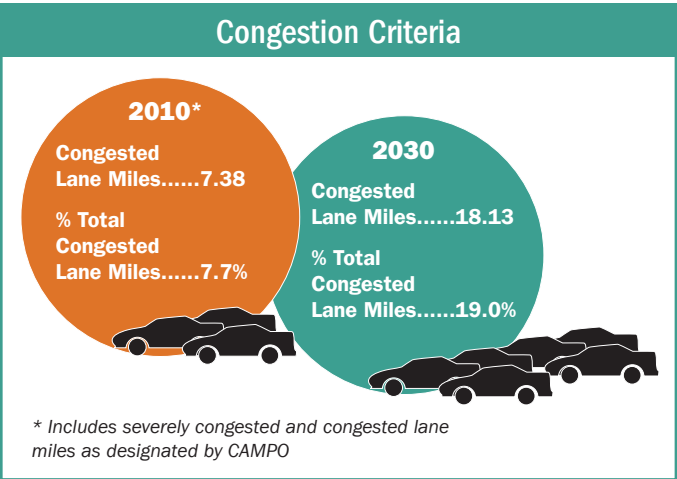


# LAMAR (continued)



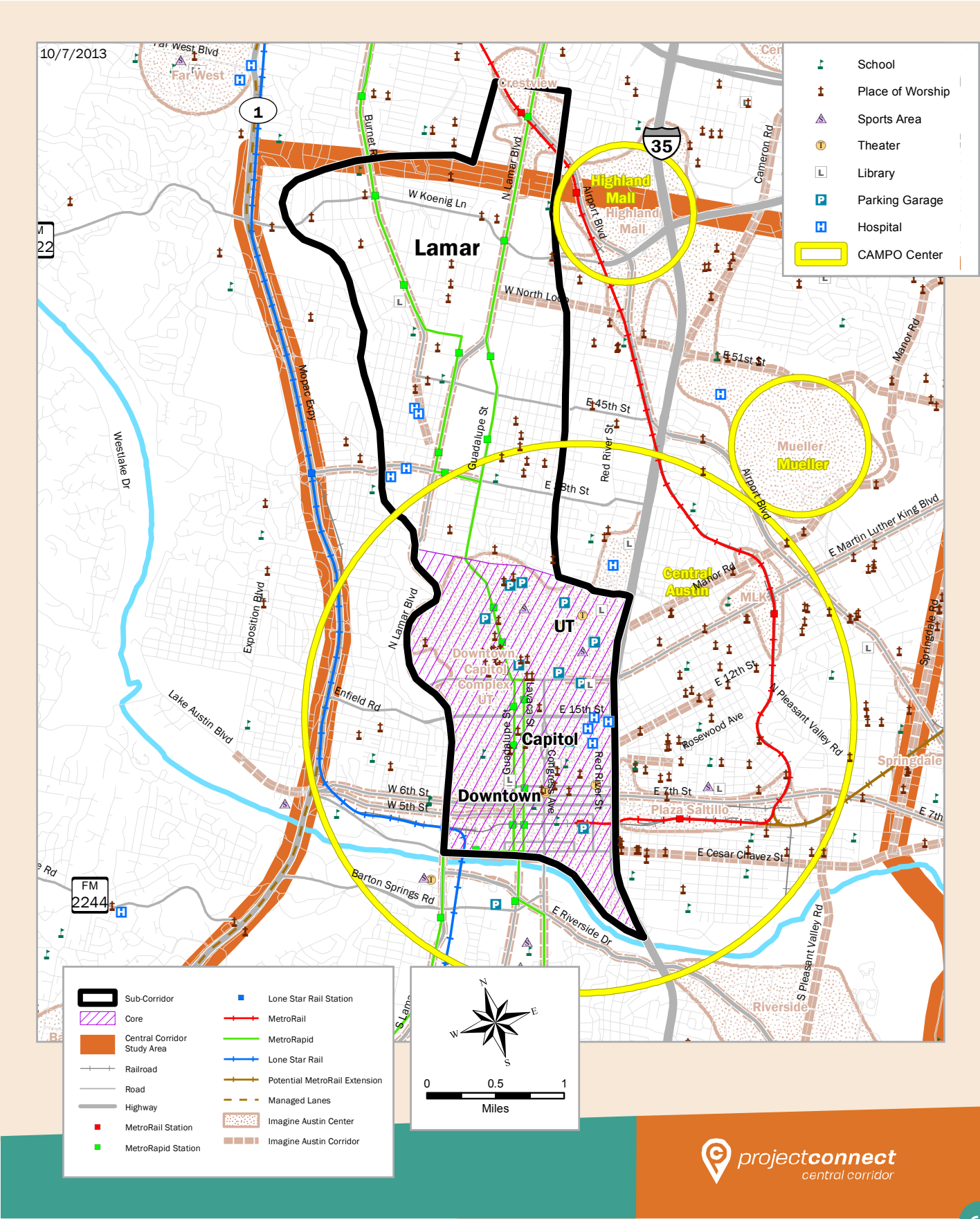
The Triangle is a mixed-use development at the intersection of Guadalupe and Lamar (Source: URS).

Imagine Austin Centers	
Number of Imagine Austin Centers	3
Area (sq. mi.) of Imagine Austin Centers	0.27
Number of Imagine Austin Corridors	5



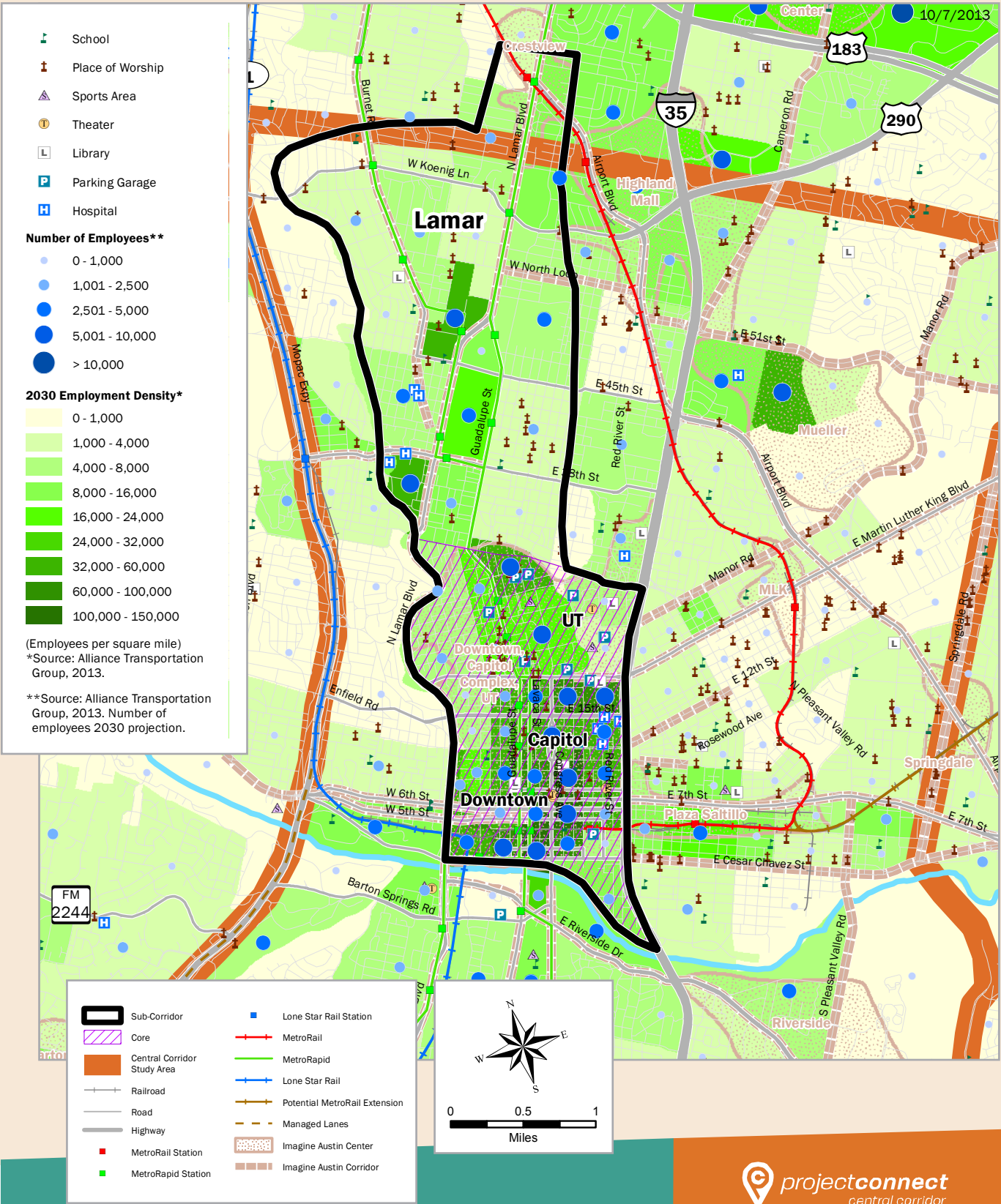
MetroRail stops at Crestview Station within the Lamar sub-corridor, offering an opportunity for a system connection (Source: URS). The Crestview TOD is an Imagine Austin Center.

SUB-CORRIDOR DEFINITION PACKAGE LAMAR

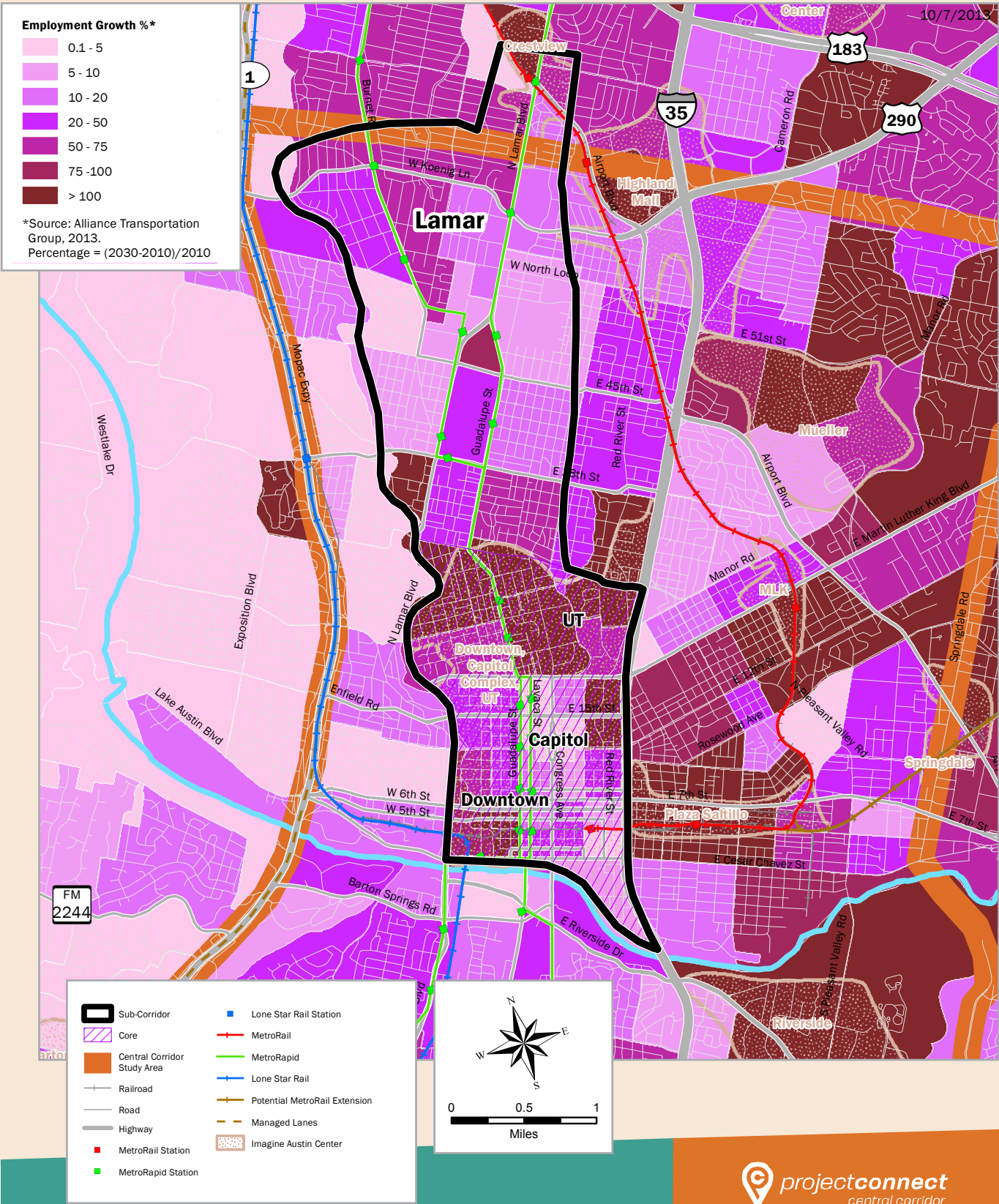




SUB-CORRIDOR DEFINITION PACKAGE LAMAR

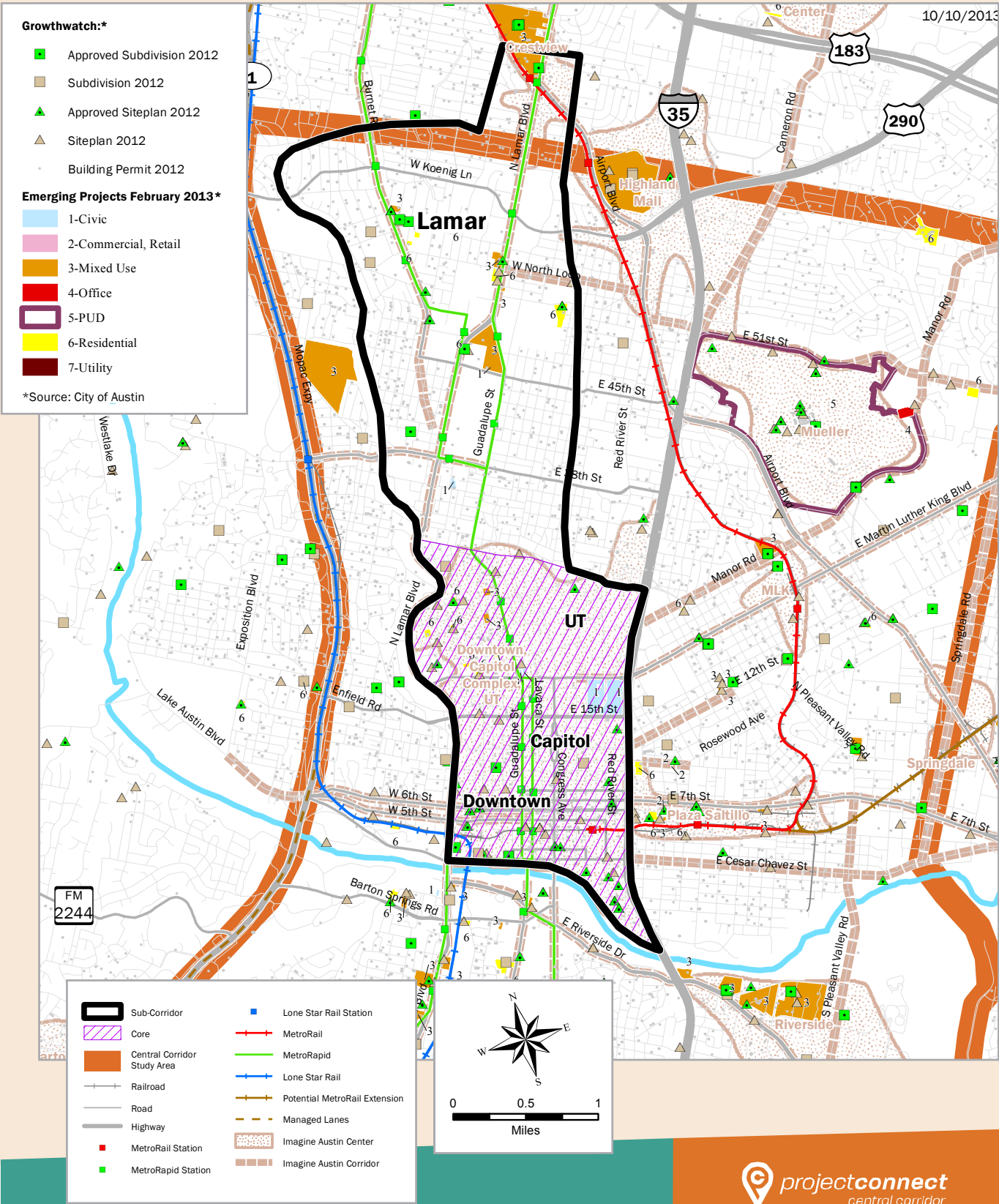


SUB-CORRIDOR DEFINITION PACKAGE LAMAR

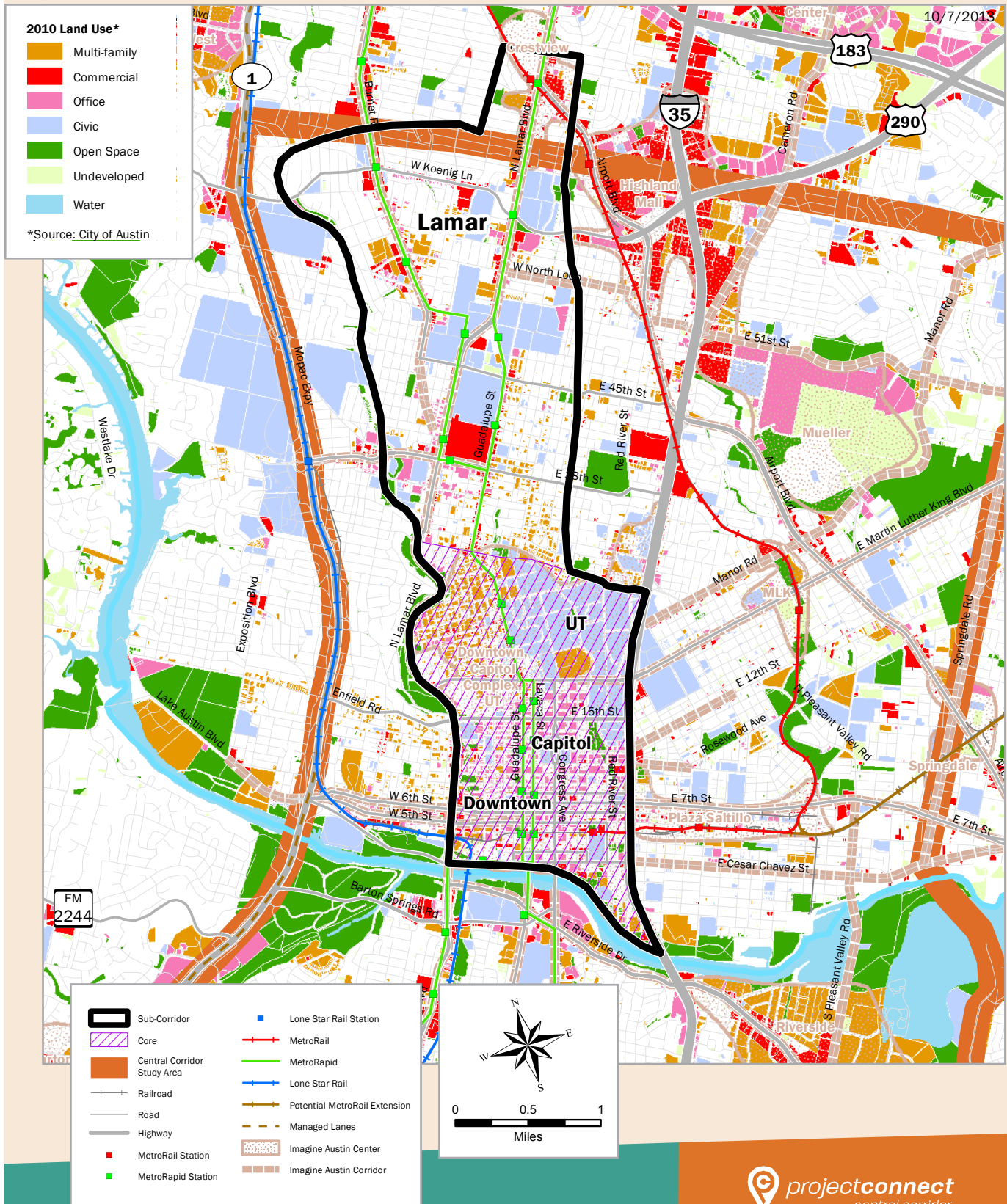




# SUB-CORRIDOR DEFINITION PACKAGE LAMAR

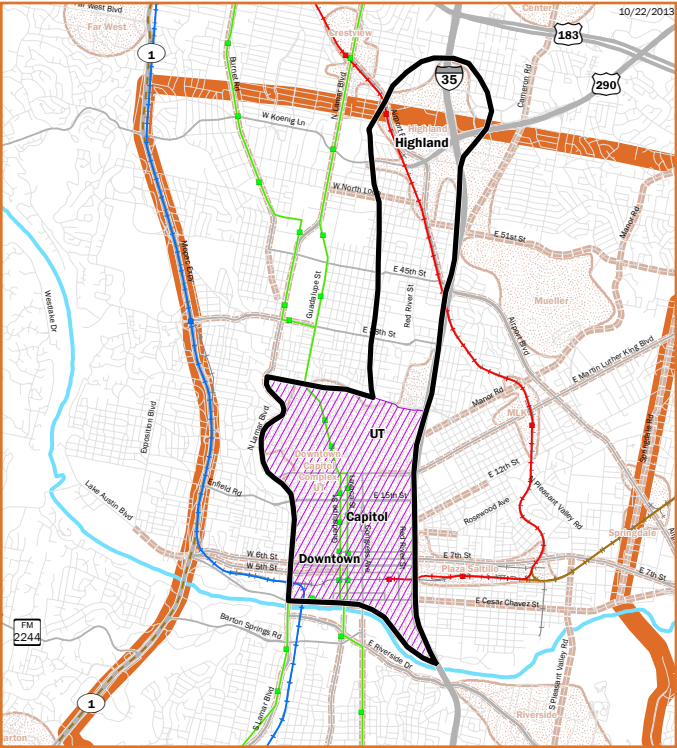


# SUB-CORRIDOR DEFINITION PACKAGE LAMAR

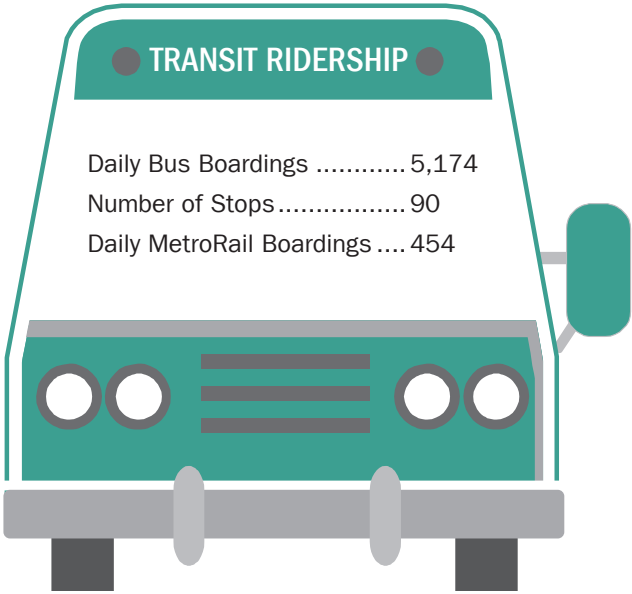




# HIGHLAND

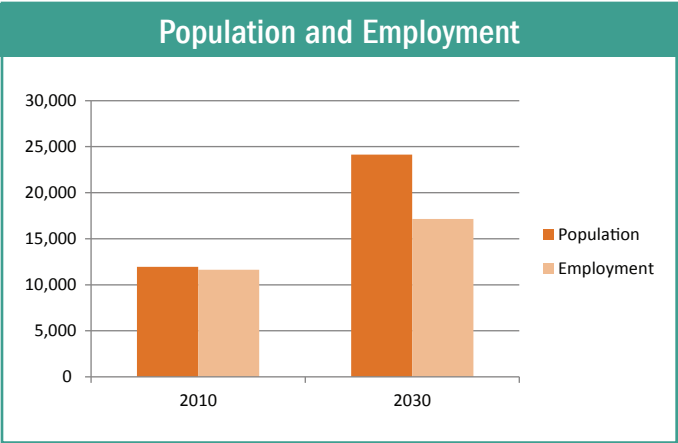
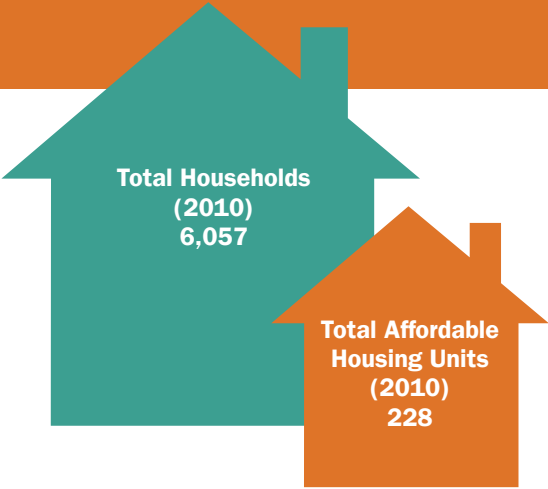


System Accessibility	
Zero-Car Households (2010)	11.5%
Population Below Poverty Level (2010)	6.1%
Population over 65 (2010)	6.0%



## FAST FACTS

- Total area: 2.68 square miles
- ACC Highland
- Highland/ACC is Imagine Austin Center
- Large employment centers: Highland/ACC, St. David's at 32nd and I-35
- MetroRail
- Second-highest 2030 percentage of congested lane miles
- Third-highest 2010 population density; second-highest 2030 population density

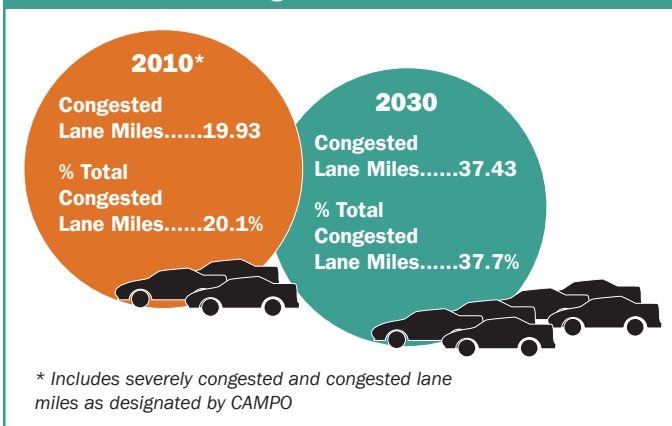


## HIGHLAND (continued)



An ACC campus at the former Highland Mall, which is also an Imagine Austin Center, is expected to open in fall 2014 (Source: URS).

### Congestion Criteria

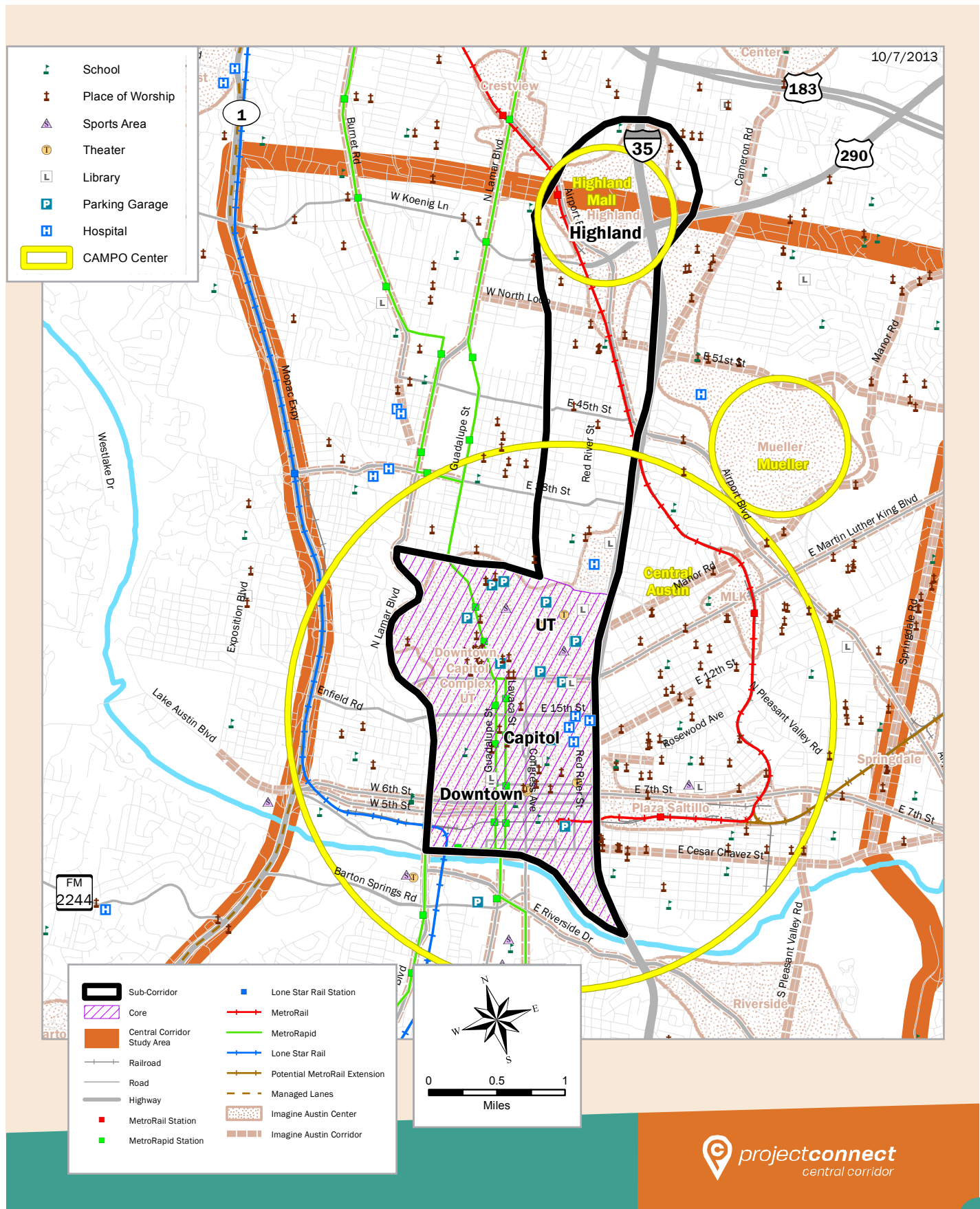


### Imagine Austin Centers

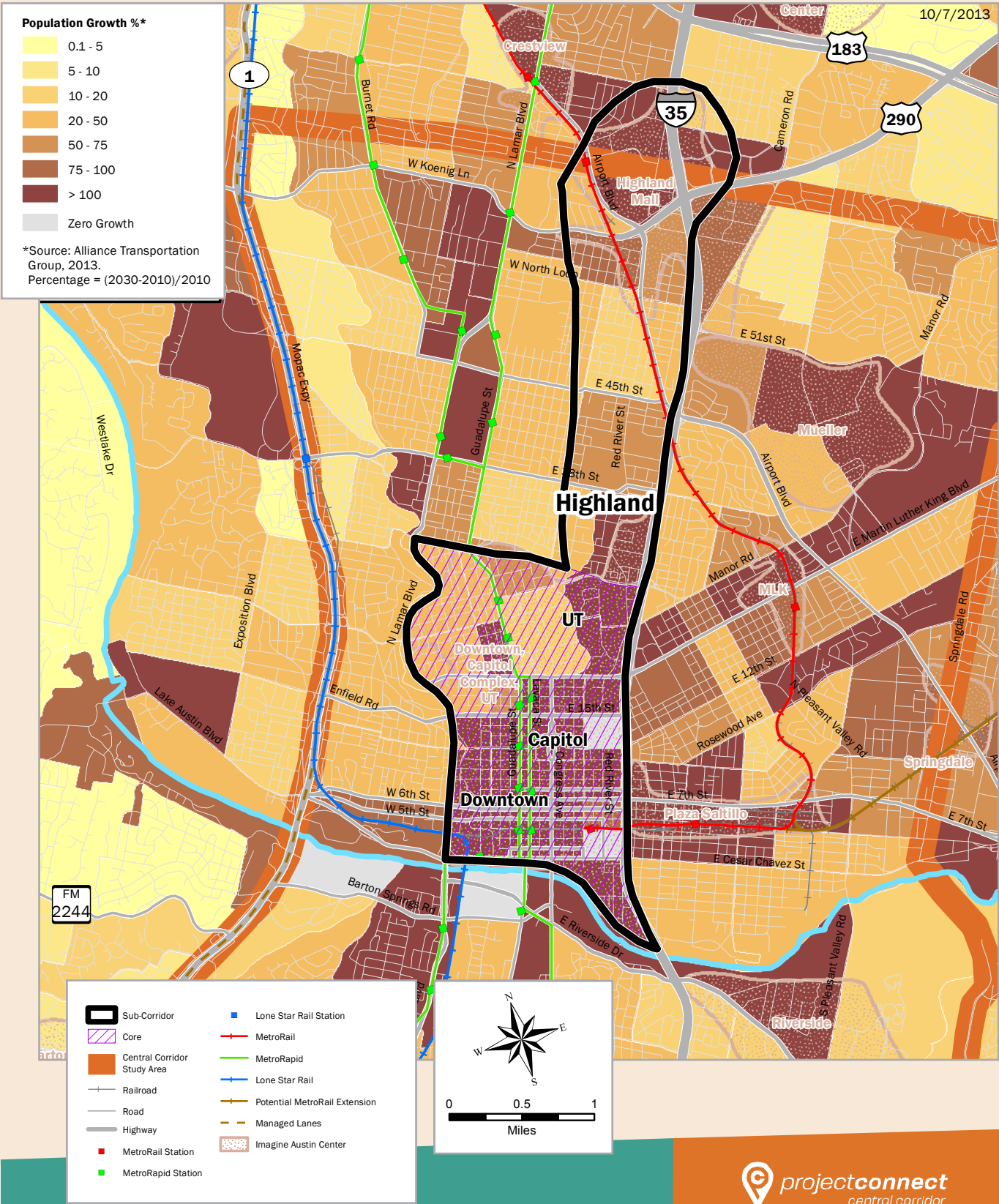
Number of Imagine Austin Centers	2
Area (sq. mi.) of Imagine Austin Centers	1.07
Number of Imagine Austin Corridors	2



## SUB-CORRIDOR DEFINITION PACKAGE HIGHLAND

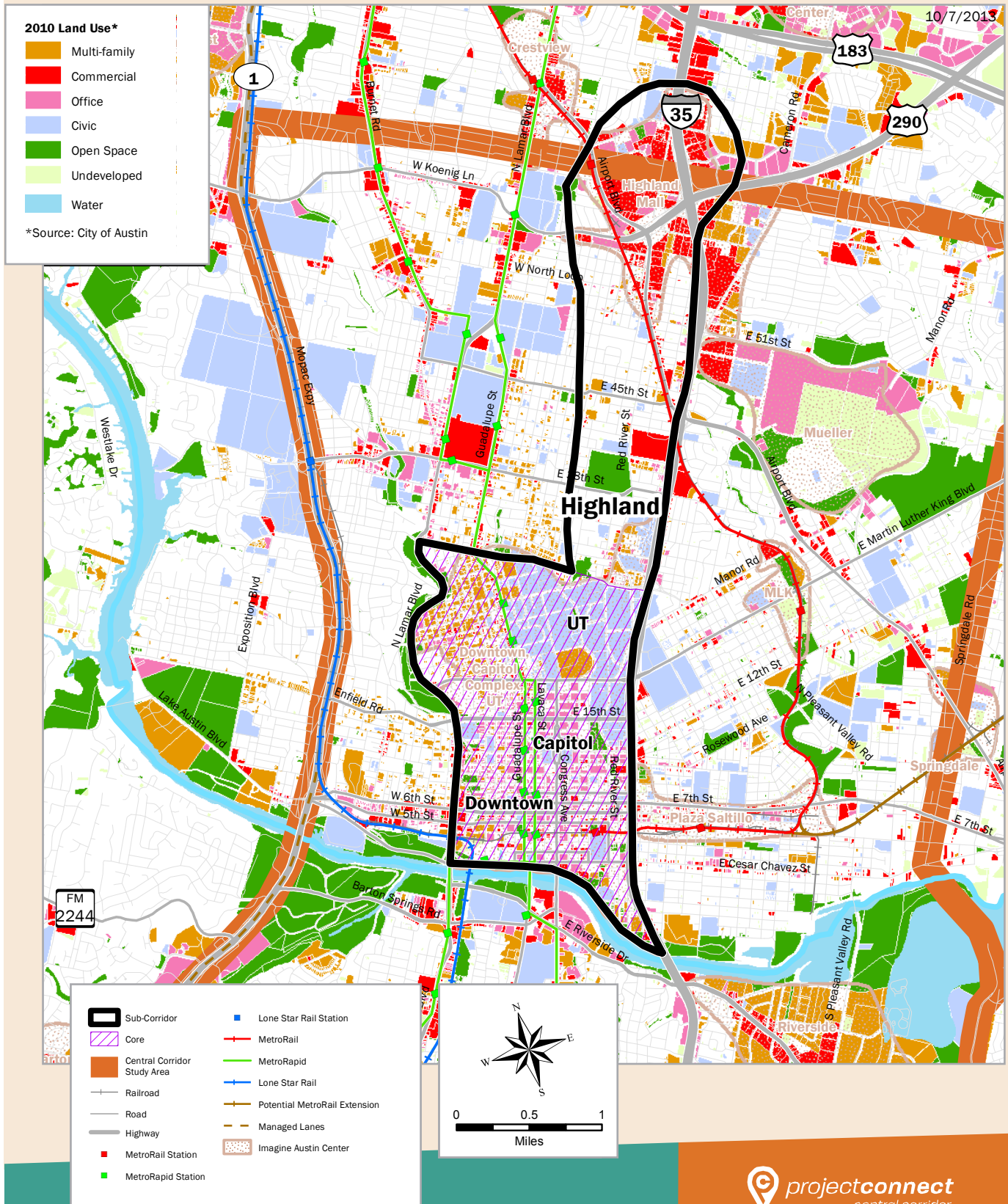


SUB-CORRIDOR DEFINITION PACKAGE HIGHLAND

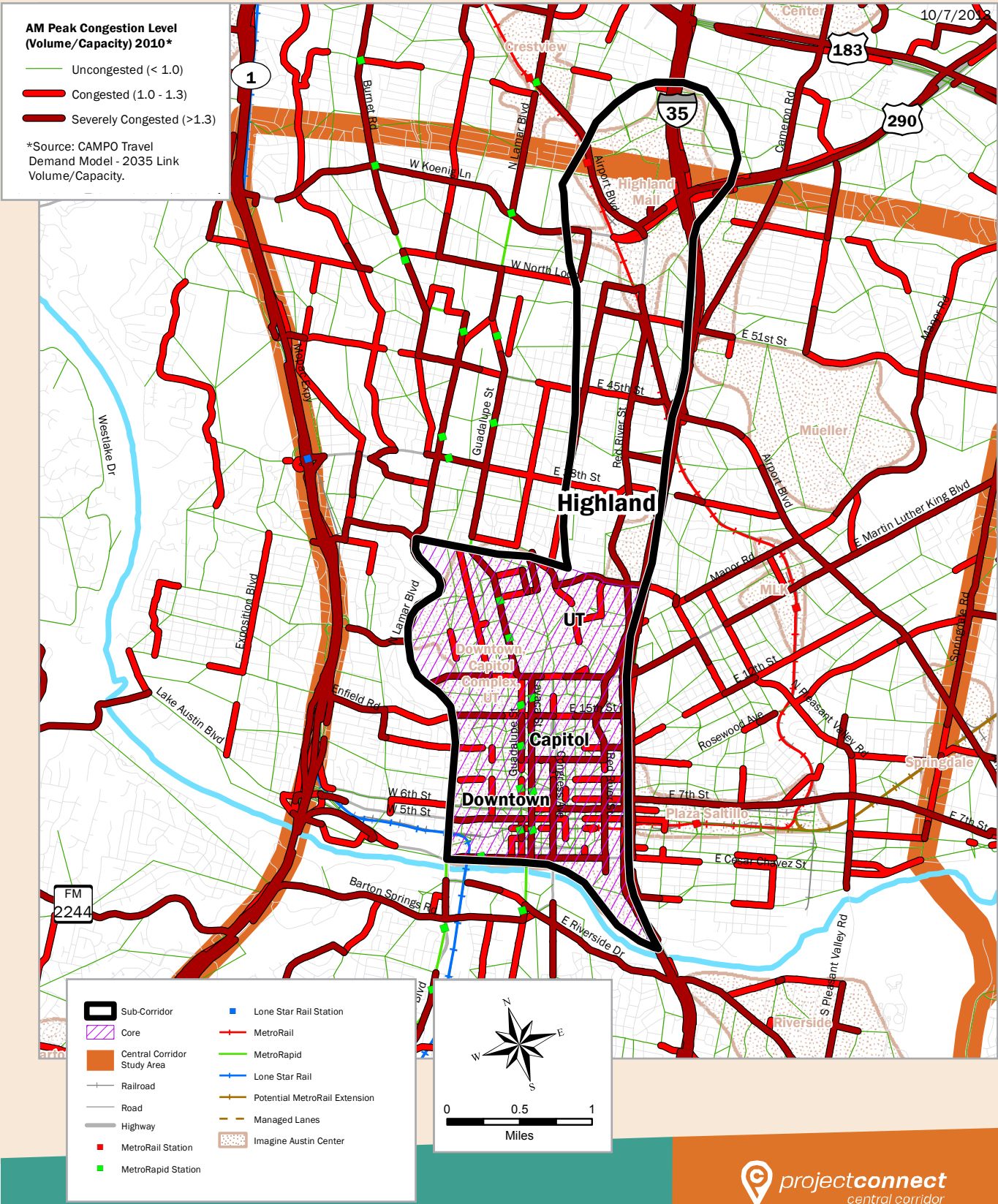




## SUB-CORRIDOR DEFINITION PACKAGE HIGHLAND

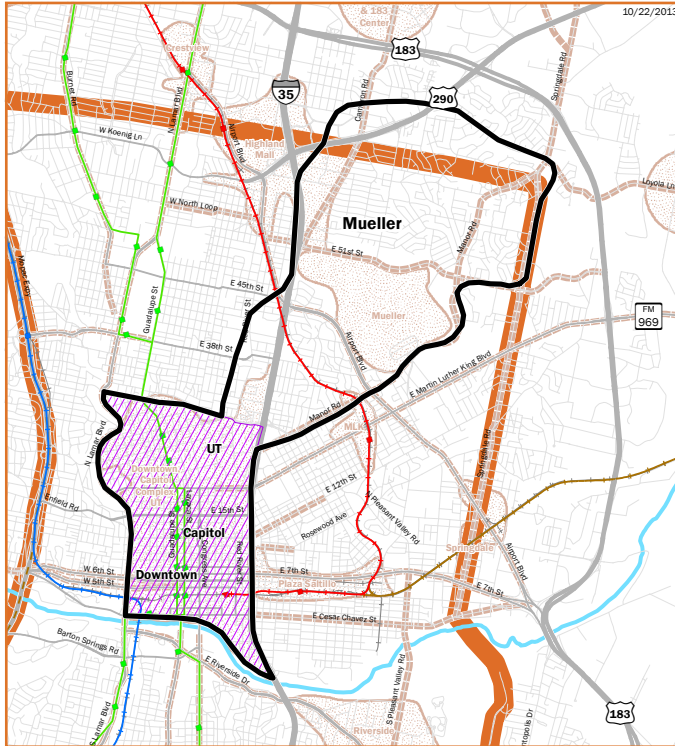


SUB-CORRIDOR DEFINITION PACKAGE HIGHLAND





# MUELLER



## System Accessibility

Zero-Car Households (2010)	13.4%
Population Below Poverty Level (2010)	11.8%
Population over 65 (2010)	7.3%

## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 6,321  
 Number of Stops ..... 174  
 Daily MetroRail Boardings .... NA

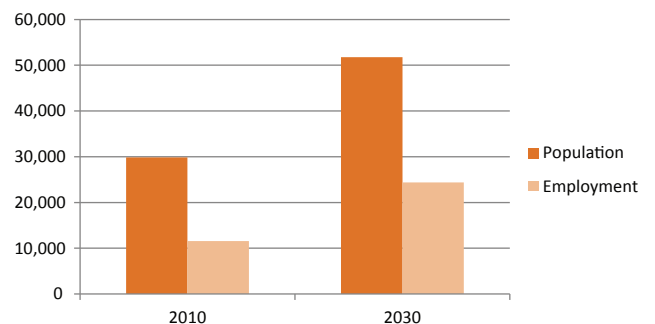
## FAST FACTS

- Total area: 6.24 square miles
- Mueller and MLK are Imagine Austin Centers
- Large employment center: Seton/Dell Children's Medical Center
- Highest 2030 population
- Most 2010 congested lane miles
- Largest area of Imagine Austin Centers and Corridors
- Second-highest 2030 employment
- Third-highest percentage of both zero-car households and population in poverty

Total Households  
(2010)  
12,358

Total Affordable  
Housing Units  
(2010)  
995

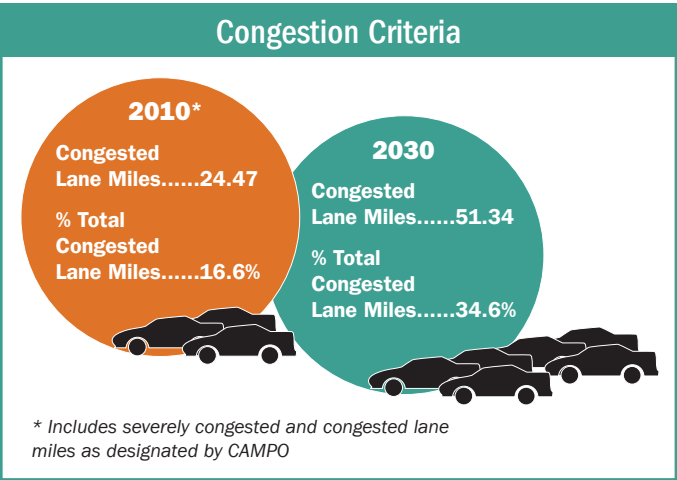
## Population and Employment



# MUELLER (continued)



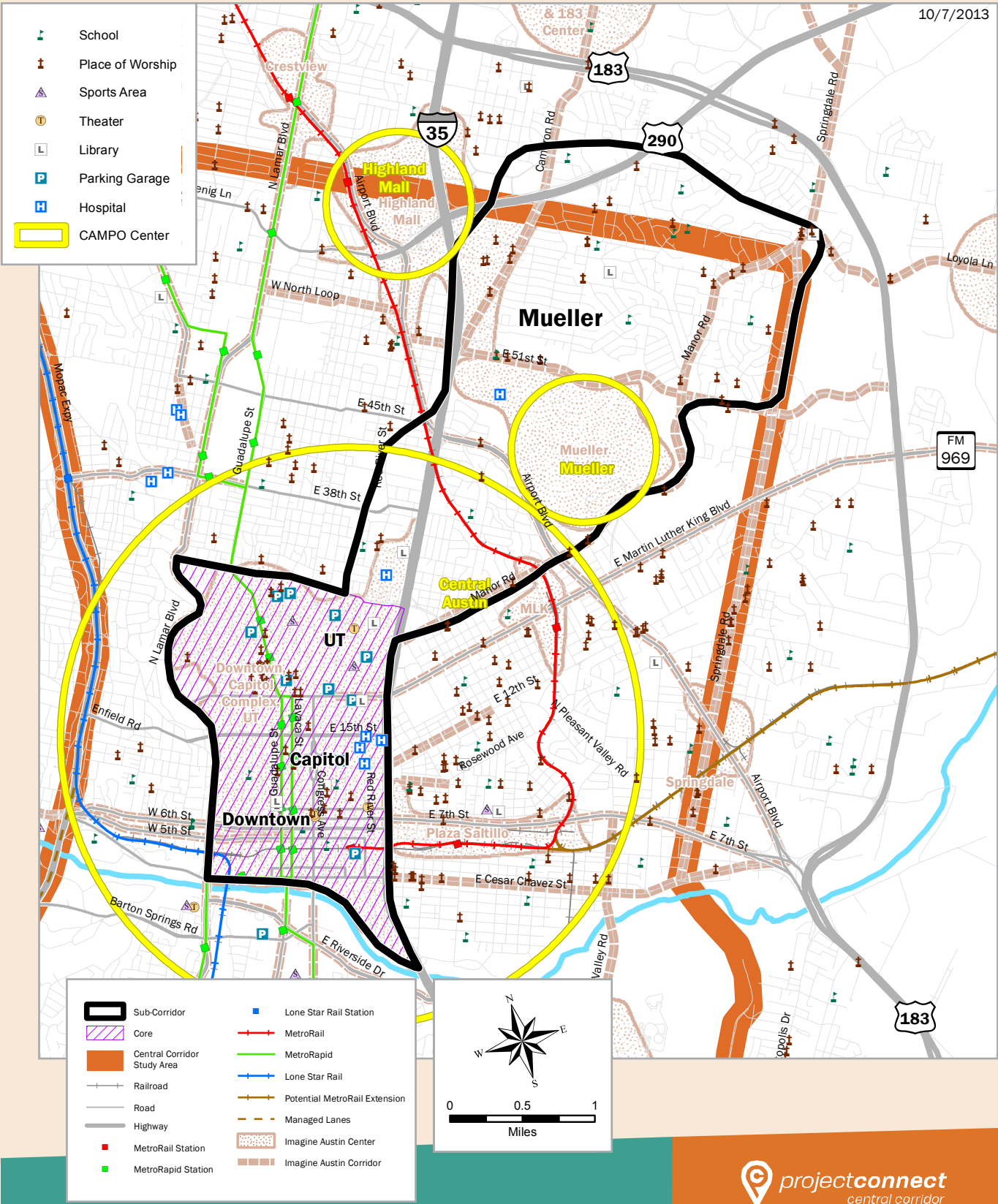
Mueller, an Imagine Austin Center, is a mixed-use planned community built on the site of a former municipal airport (Source: URS).



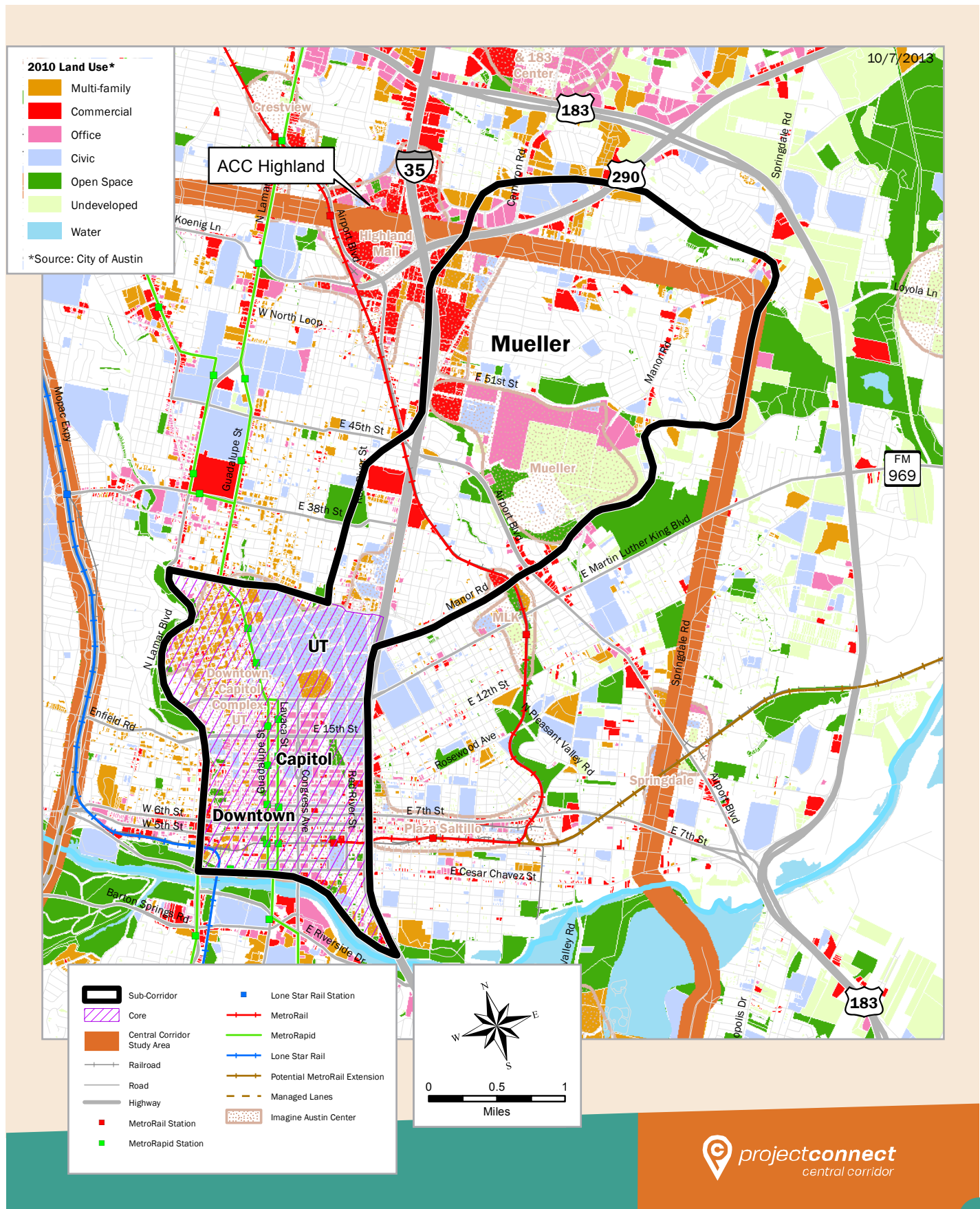
Imagine Austin Centers	
Number of Imagine Austin Centers	4
Area (sq. mi.) of Imagine Austin Centers	1.52
Number of Imagine Austin Corridors	2



SUB-CORRIDOR DEFINITION PACKAGE MUELLER

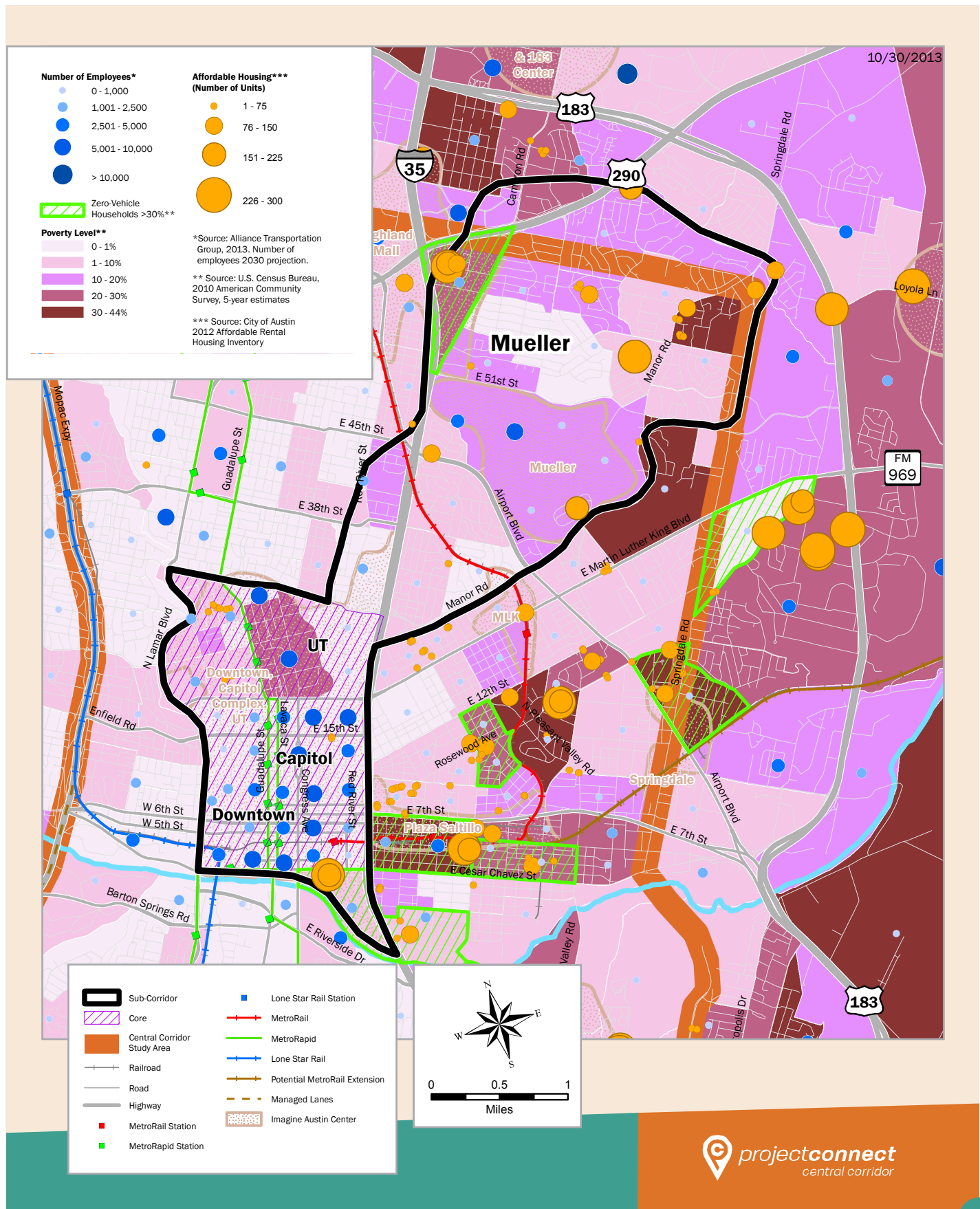


## SUB-CORRIDOR DEFINITION PACKAGE MUELLER

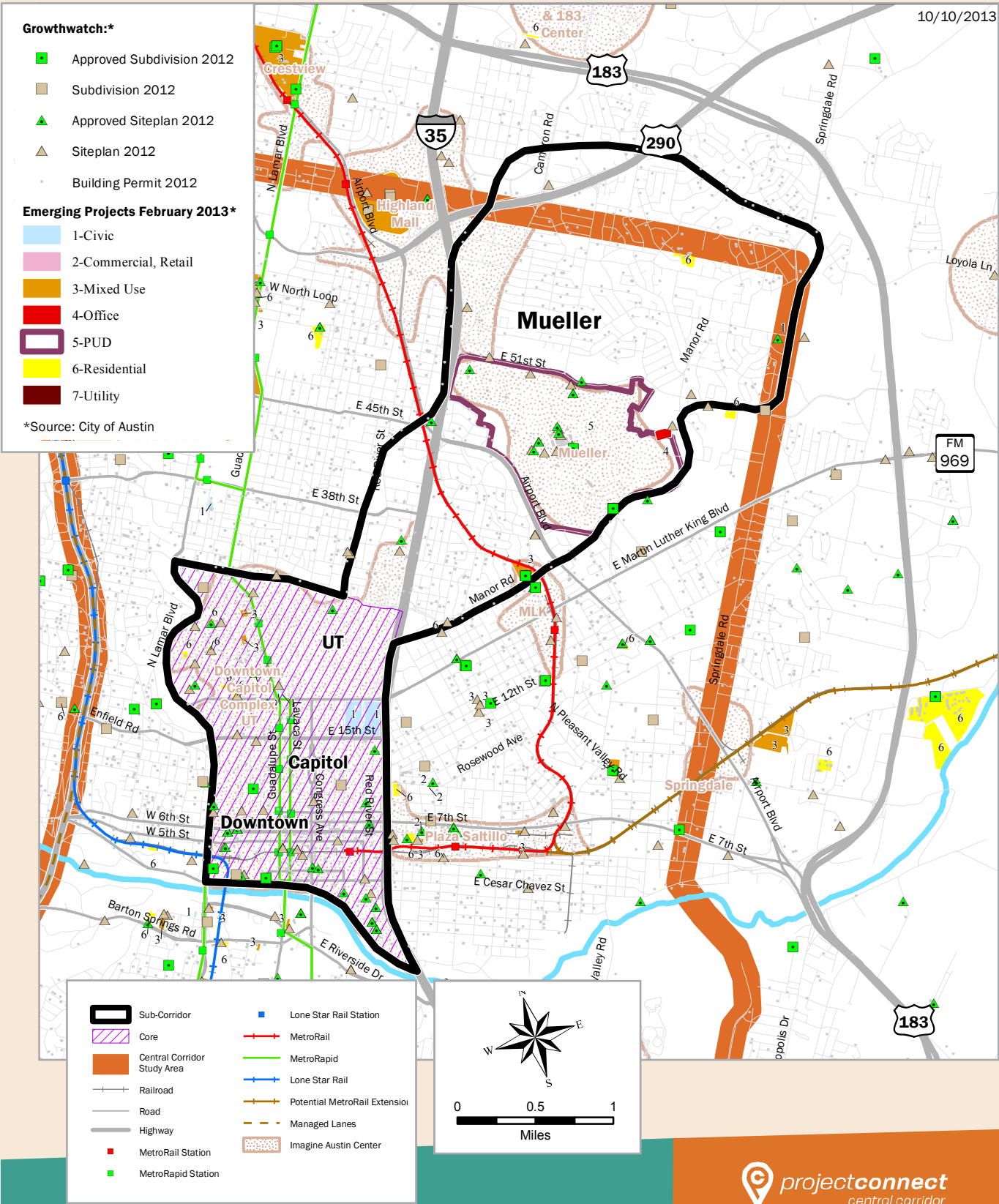




## SUB-CORRIDOR DEFINITION PACKAGE MUELLER

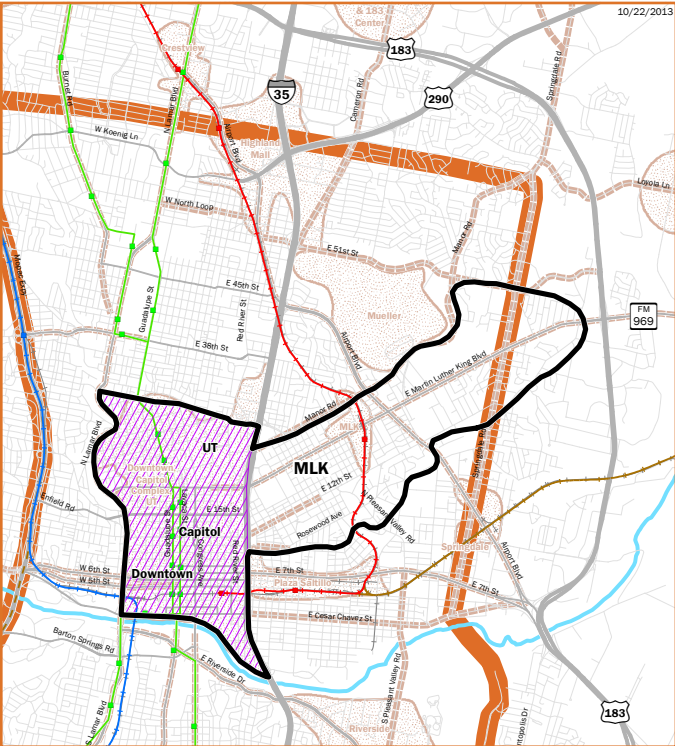


SUB-CORRIDOR DEFINITION PACKAGE MUELLER





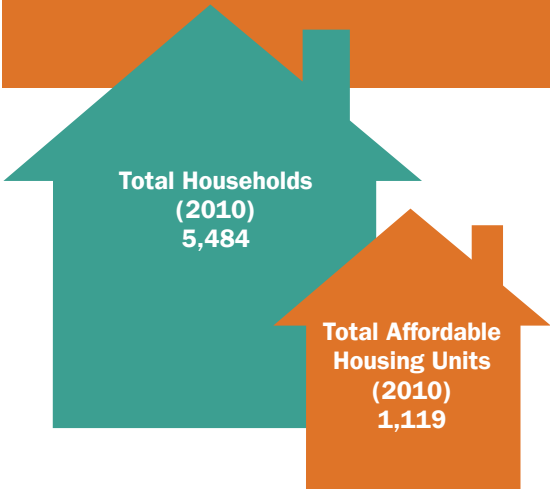
# MLK



System Accessibility	
Zero-Car Households (2010)	20.0%
Population Below Poverty Level (2010)	13.3%
Population over 65 (2010)	12.1%

## FAST FACTS

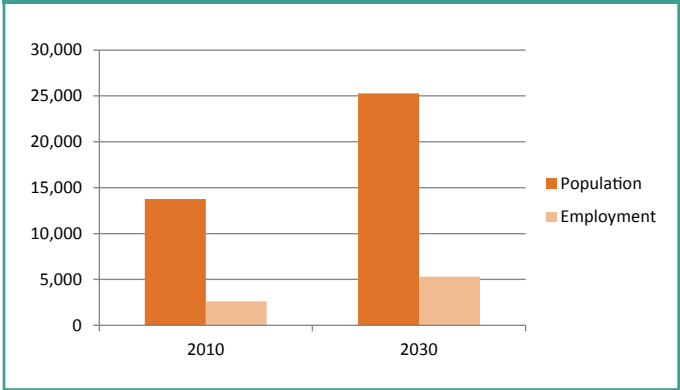
- Total area: 3.79 square miles
- ACC Eastview Campus
- Springdale and MLK are Imagine Austin Centers
- Highest percentage of zero-car households
- Second-highest percentage of population in poverty and population over 65
- Highest MetroRail boardings of those sub-corridors with MetroRail stops



## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 2,717  
Number of Stops ..... 173  
Daily MetroRail Boardings .... 1,001

## Population and Employment

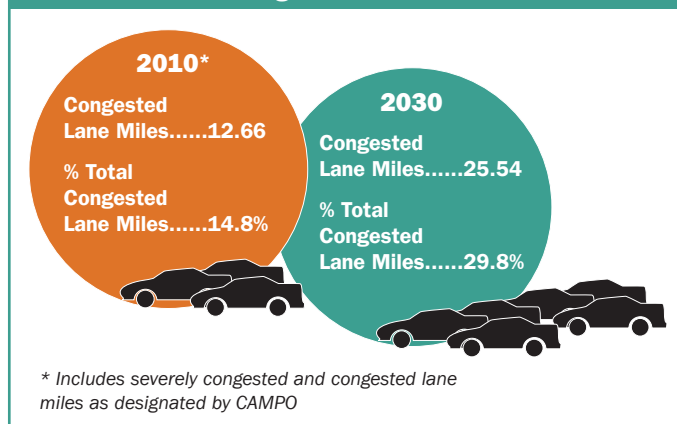


## MLK (continued)



M Station Apartments are a source of affordable housing in the transit-oriented development near the MLK, Jr MetroRail Station (Source: URS).

### Congestion Criteria

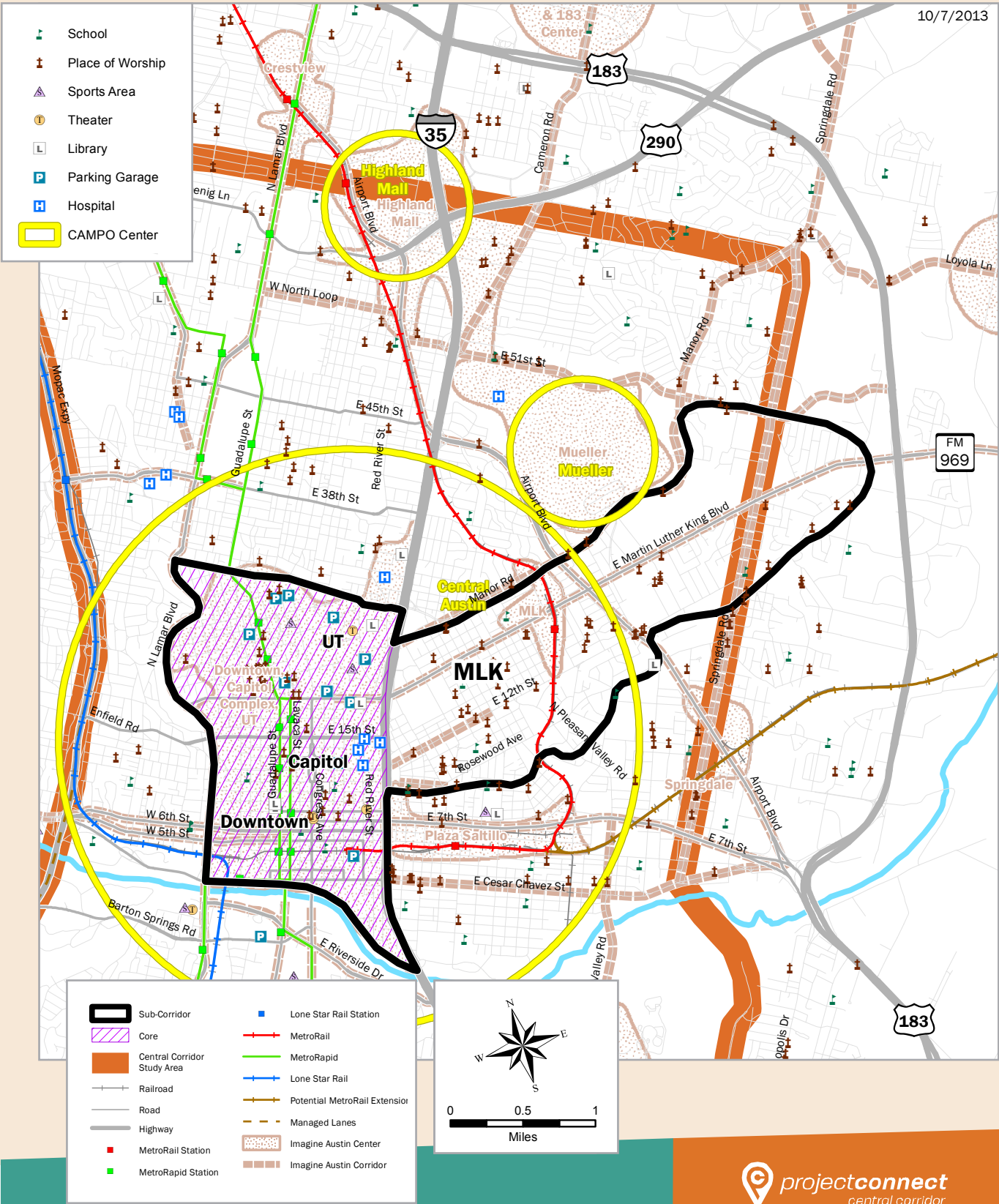


### Imagine Austin Centers

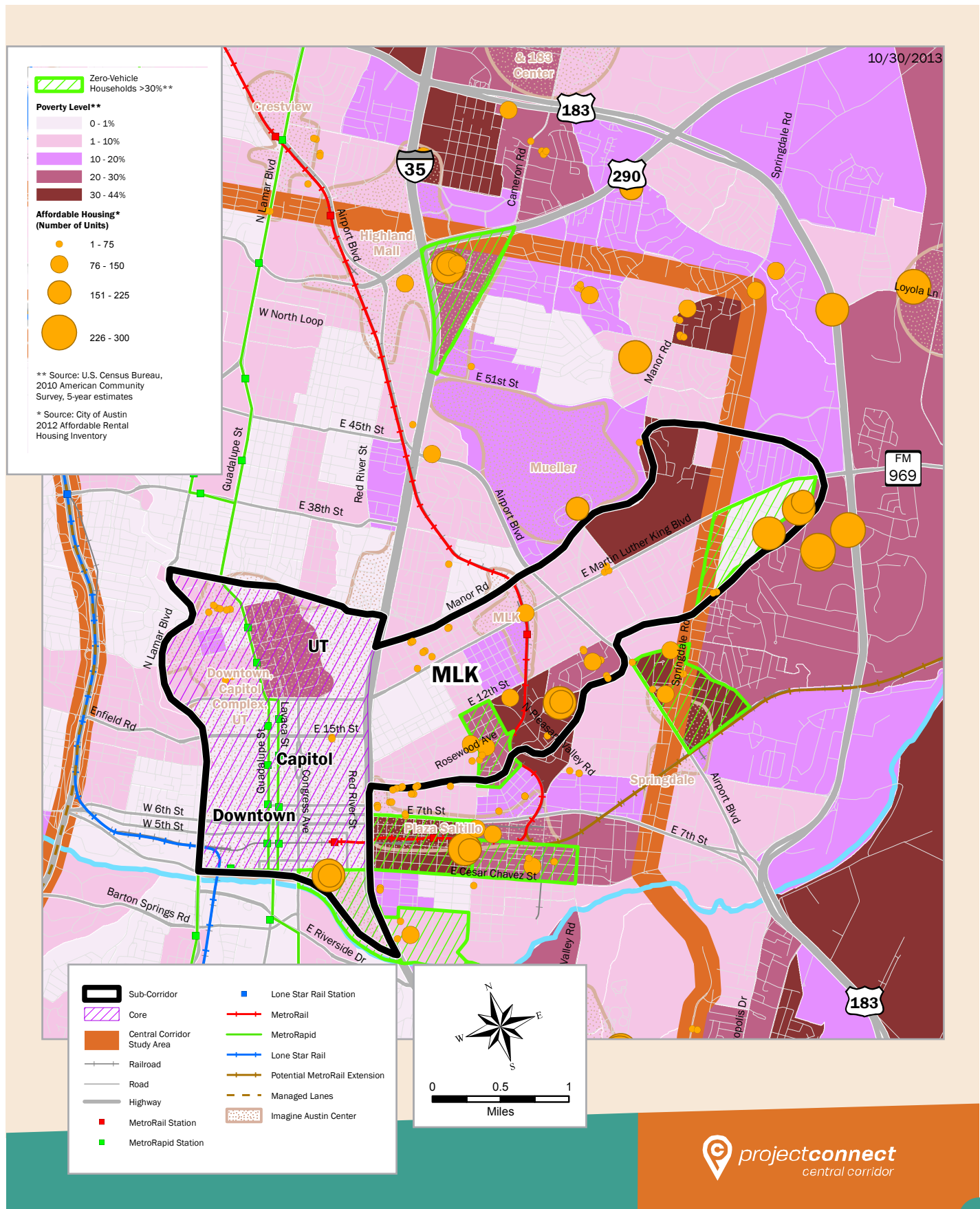
Number of Imagine Austin Centers	4
Area (sq. mi.) of Imagine Austin Centers	0.18
Number of Imagine Austin Corridors	7



SUB-CORRIDOR DEFINITION PACKAGE MLK

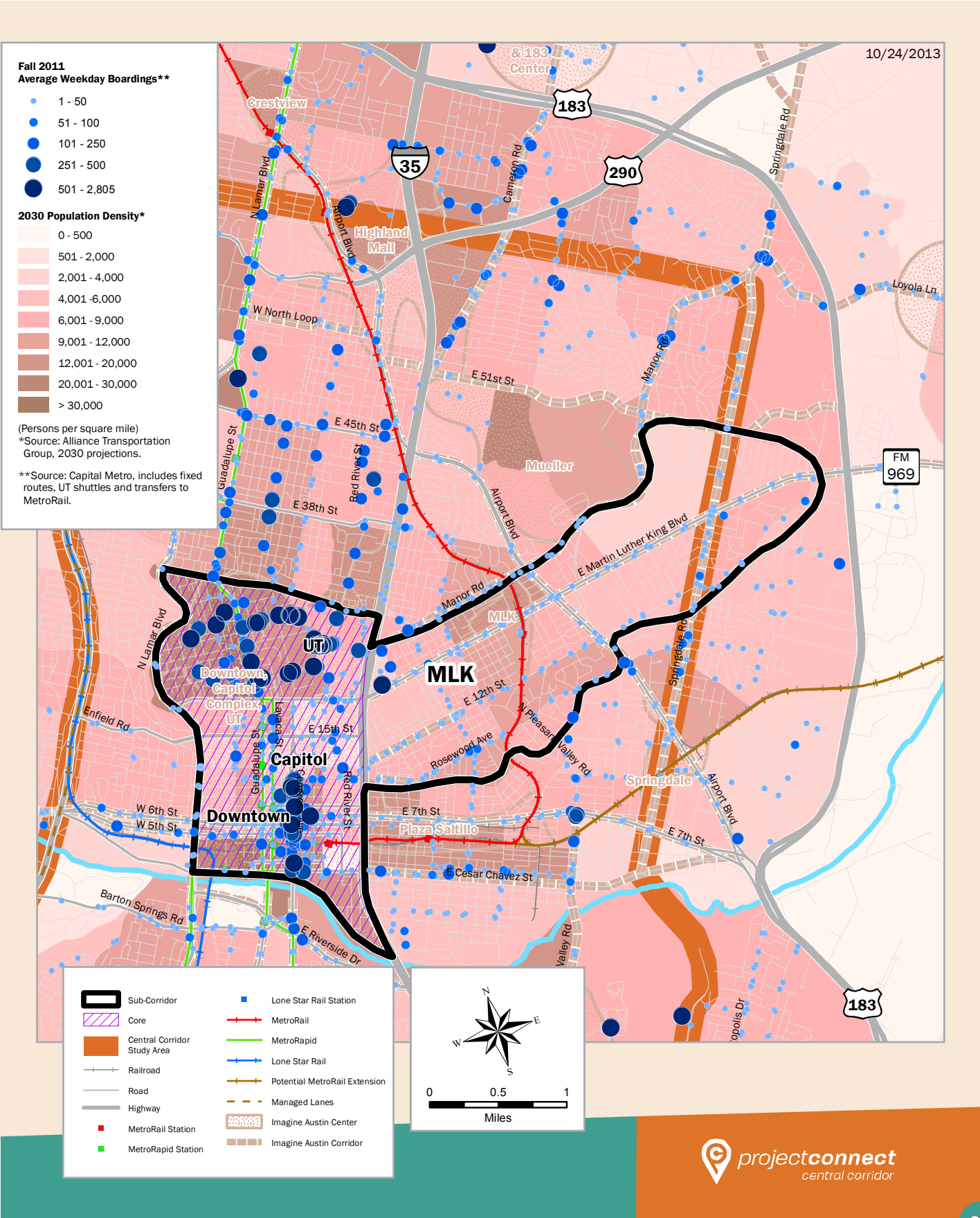


# SUB-CORRIDOR DEFINITION PACKAGE MLK





SUB-CORRIDOR DEFINITION PACKAGE MLK

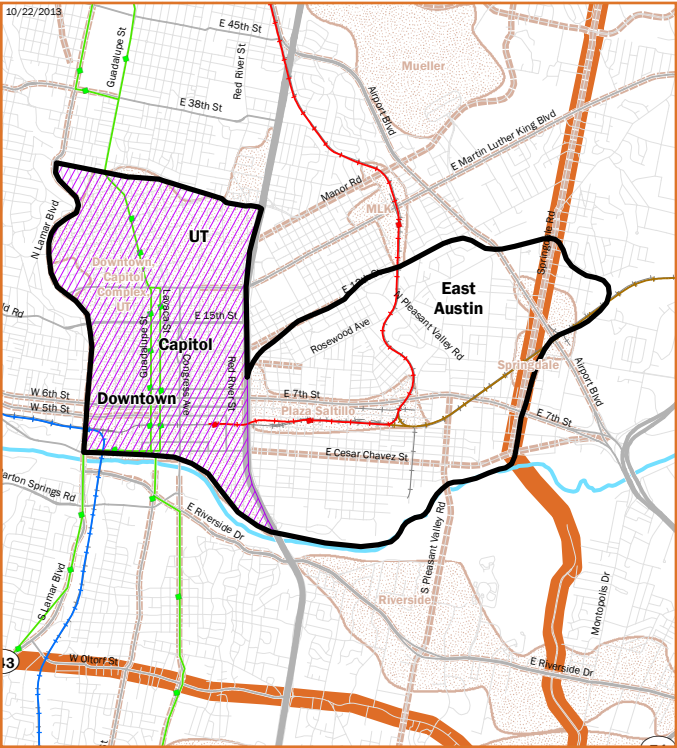


# SUB-CORRIDOR DEFINITION PACKAGE MLK

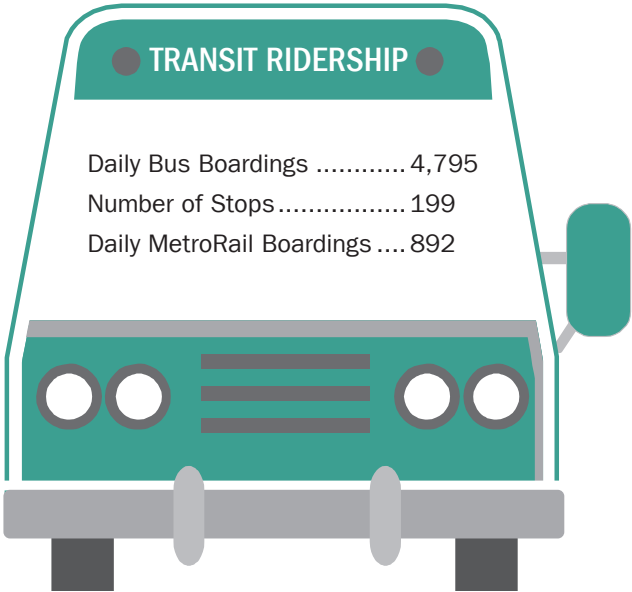




# EAST AUSTIN

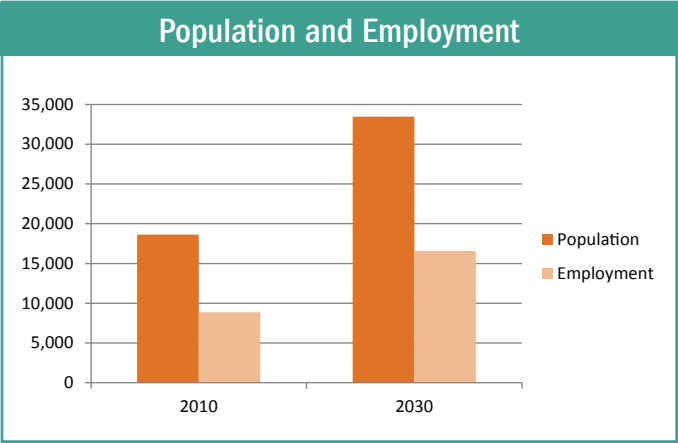
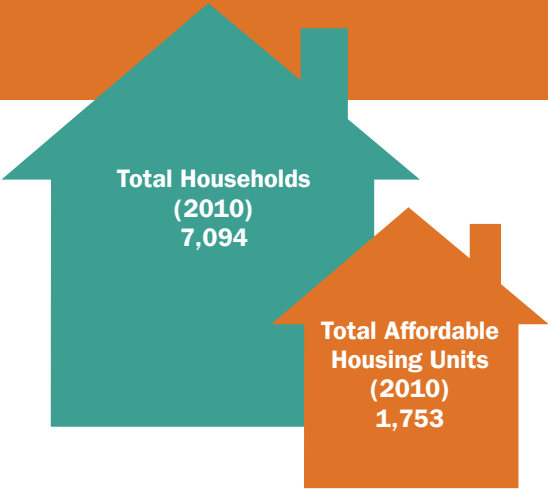


System Accessibility	
Zero-Car Households (2010)	25.3%
Population Below Poverty Level (2010)	19.1%
Population over 65 (2010)	10.2%



## FAST FACTS

- Total area: 4.11 square miles
- Huston-Tillotson University, ACC Eastview Campus
- Ann and Roy Butler Hike and Bike Trail
- Springdale is an Imagine Austin Center
- Third-highest 2030 population density
- Third-highest percentage of population over 65
- Highest percentage of both zero-car households and population in poverty
- Third-highest area of Imagine Austin Centers and Corridors

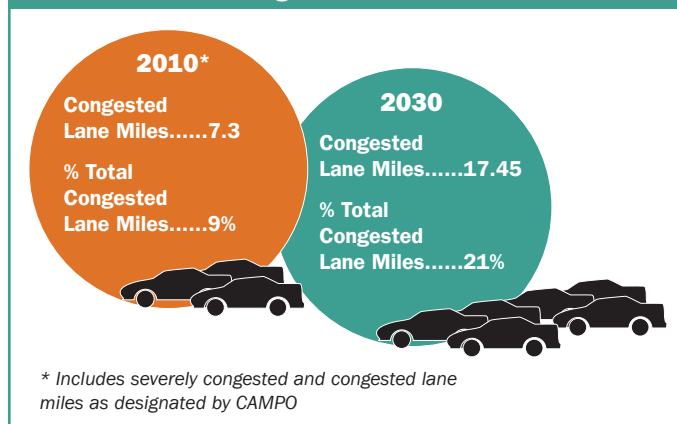


## EAST AUSTIN (continued)



The MetroRail station at Plaza Saltillo offers an opportunity for a system connection. Plaza Saltillo is also the site of future development (Photo credit: Larry D. Moore CC BY-SA 3.0. Source: Wikipedia).

### Congestion Criteria

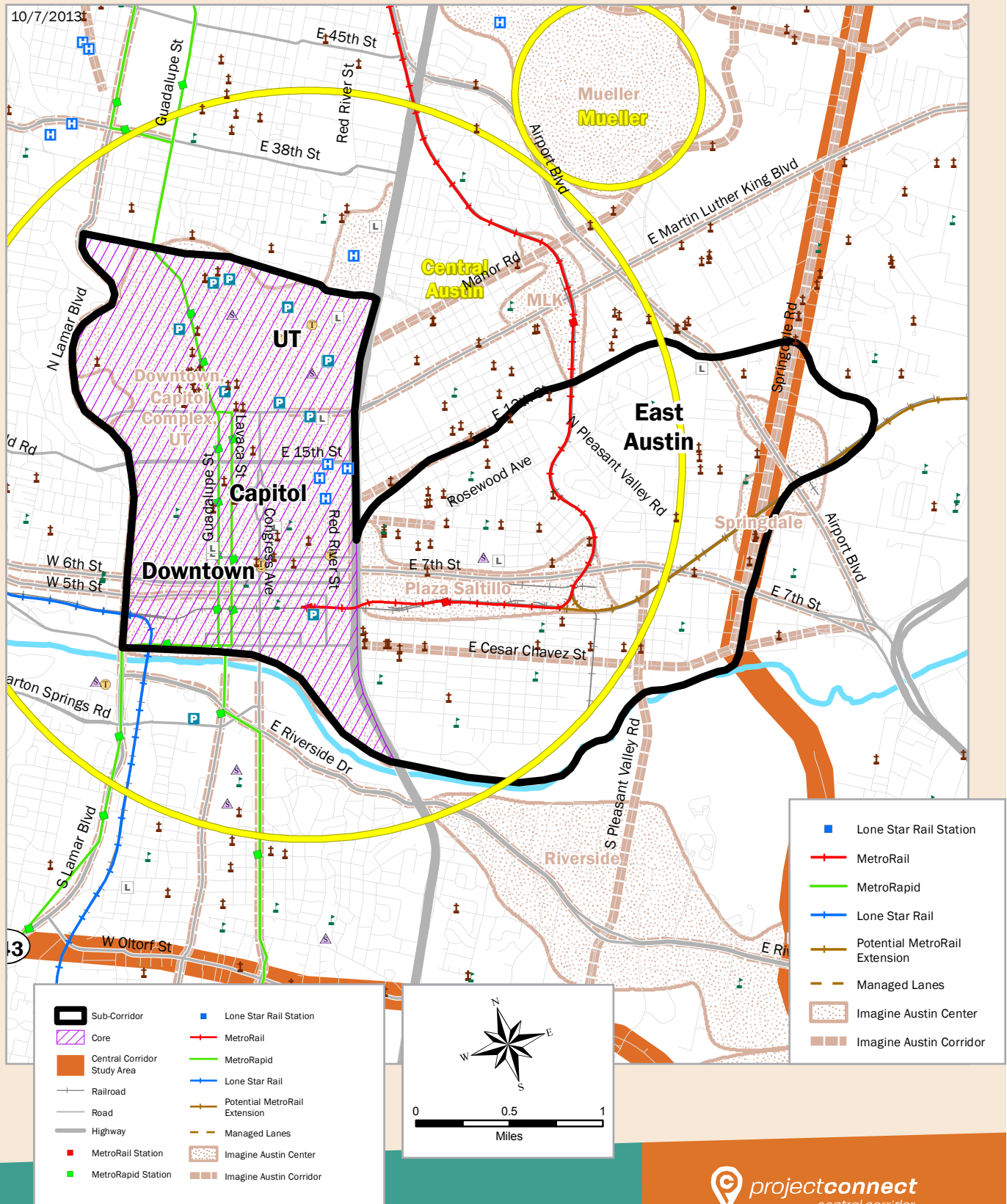


### Imagine Austin Centers

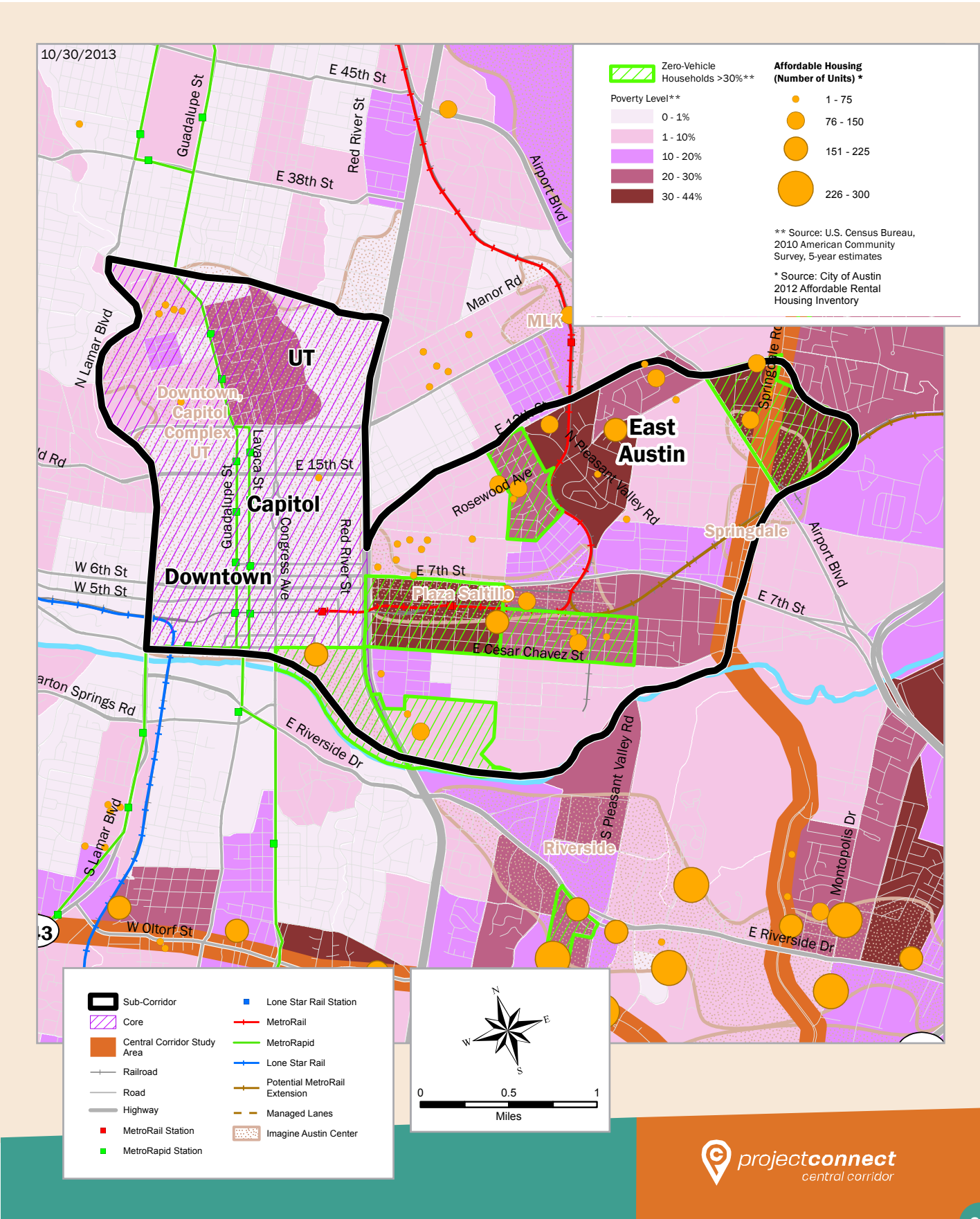
Number of Imagine Austin Centers	4
Area (sq. mi.) of Imagine Austin Centers	0.61
Number of Imagine Austin Corridors	7



## SUB-CORRIDOR DEFINITION PACKAGE EAST

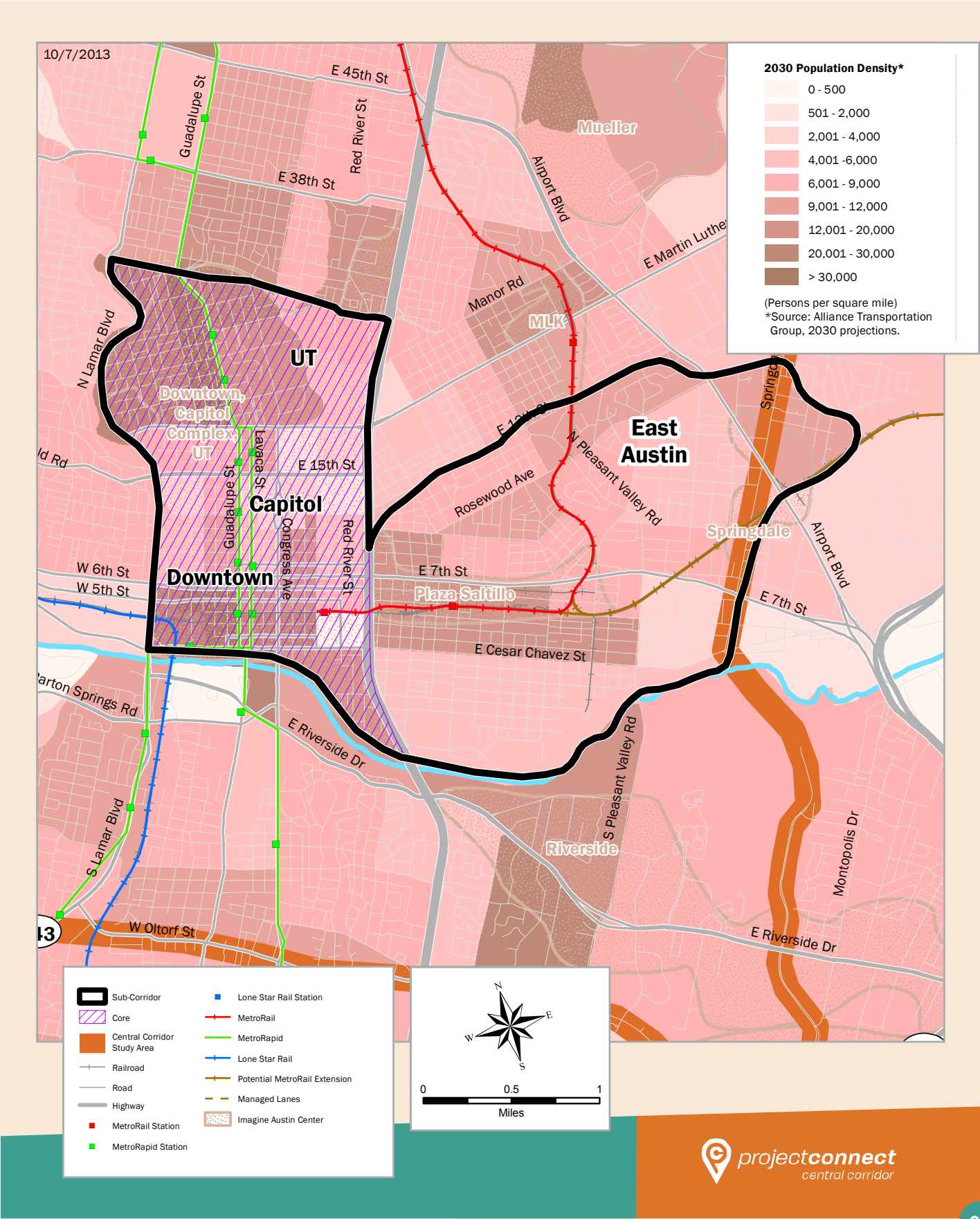


SUB-CORRIDOR DEFINITION PACKAGE EAST

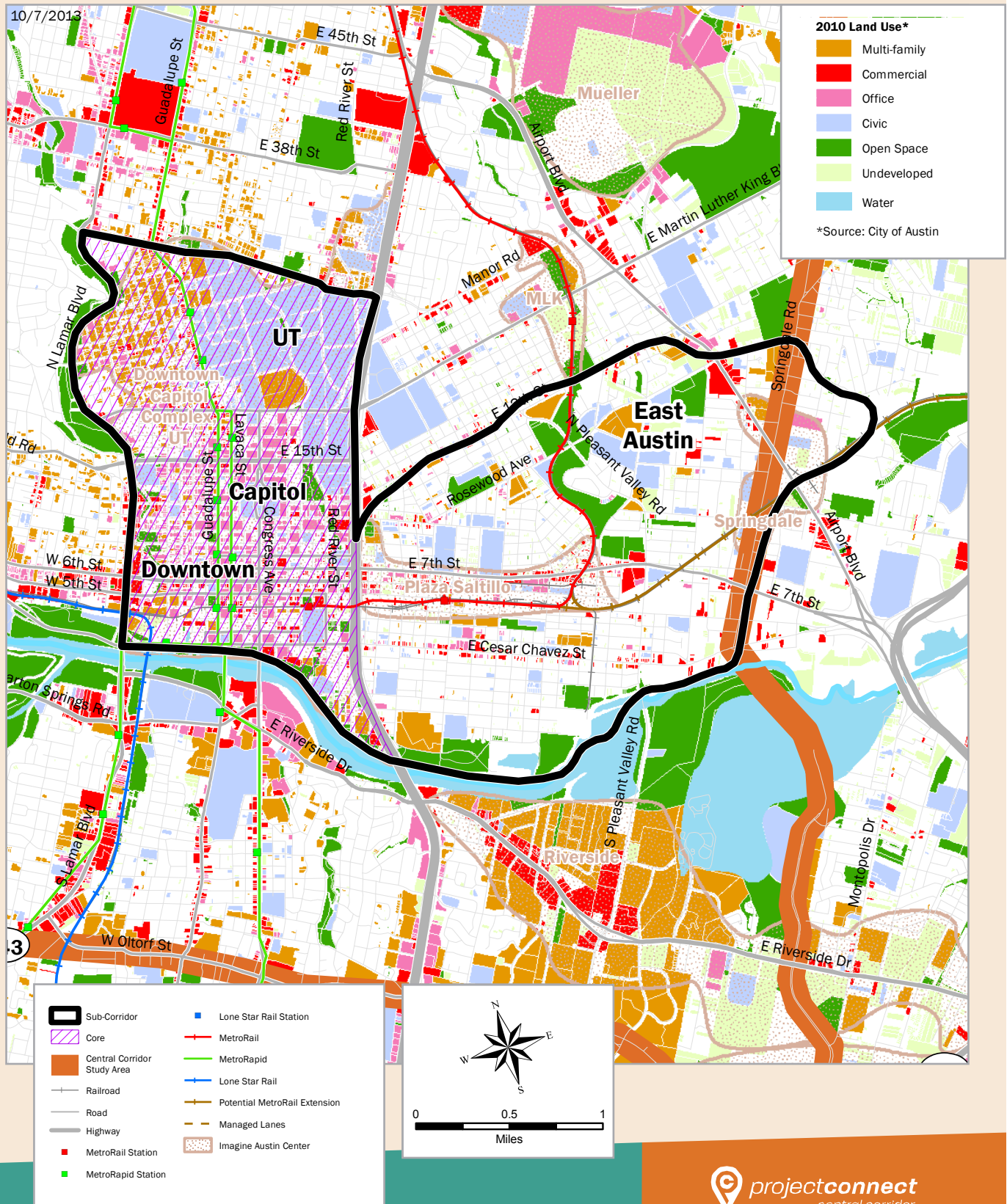




SUB-CORRIDOR DEFINITION PACKAGE EAST

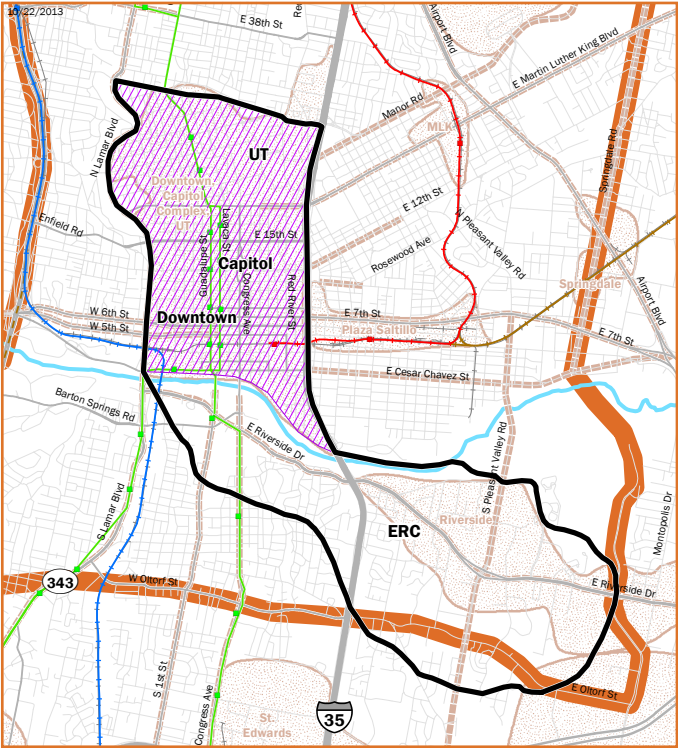


## SUB-CORRIDOR DEFINITION PACKAGE EAST

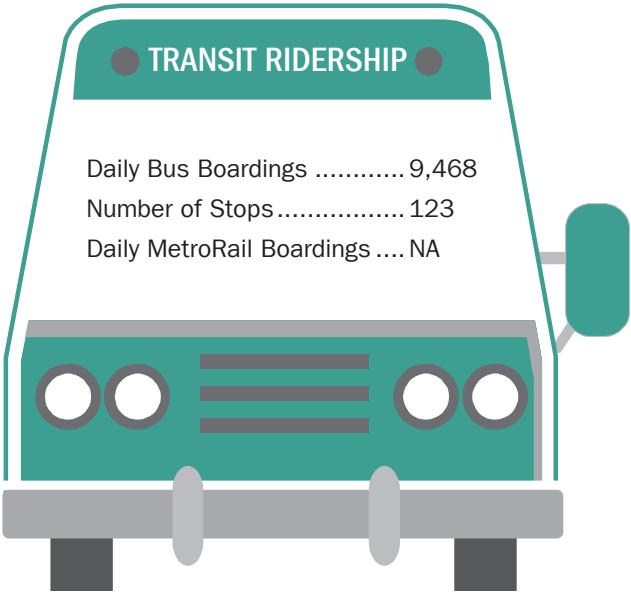




# ERC

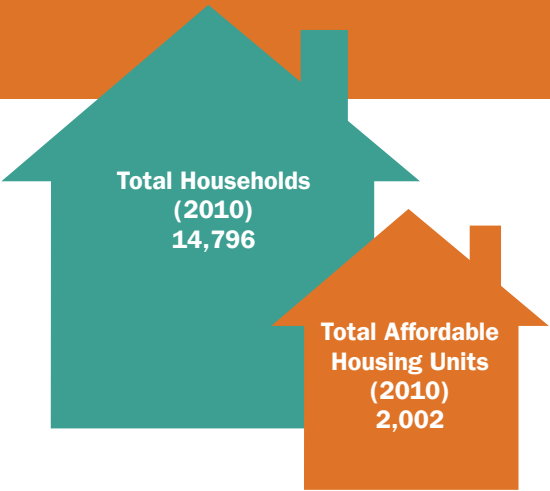


System Accessibility	
Zero-Car Households (2010)	13.7%
Population Below Poverty Level (2010)	11.7%
Population over 65 (2010)	2.1%



## FAST FACTS

- Total area: 3.87 square miles
- ACC Riverside Campus
- Ann and Roy Butler Hike and Bike Trail, Auditorium Shores, Palmer Events Center/Long Center
- East Riverside Corridor is an Imagine Austin Center and has a Corridor Plan and Regulating Plan
- Major employers: Gila Corporation, Austin American-Statesman
- Highest 2010 population; second-highest 2030 population
- Highest 2010 and 2030 population density
- Third-highest 2030 employment and 2030 employment density
- Third-highest percentage of zero-car households
- Second-largest area of Imagine Austin Centers

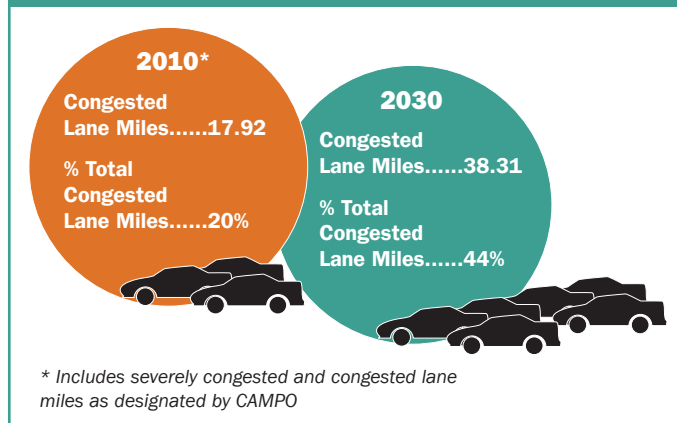


## ERC (continued)



The East Riverside Corridor Master Plan lays out an ideal transit plaza for Pleasant Valley (Source: austinTEXAS.gov). The East Riverside Corridor is an Imagine Austin Center

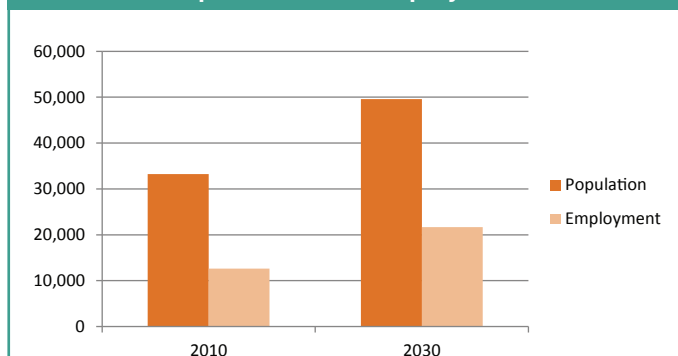
### Congestion Criteria



### Imagine Austin Centers

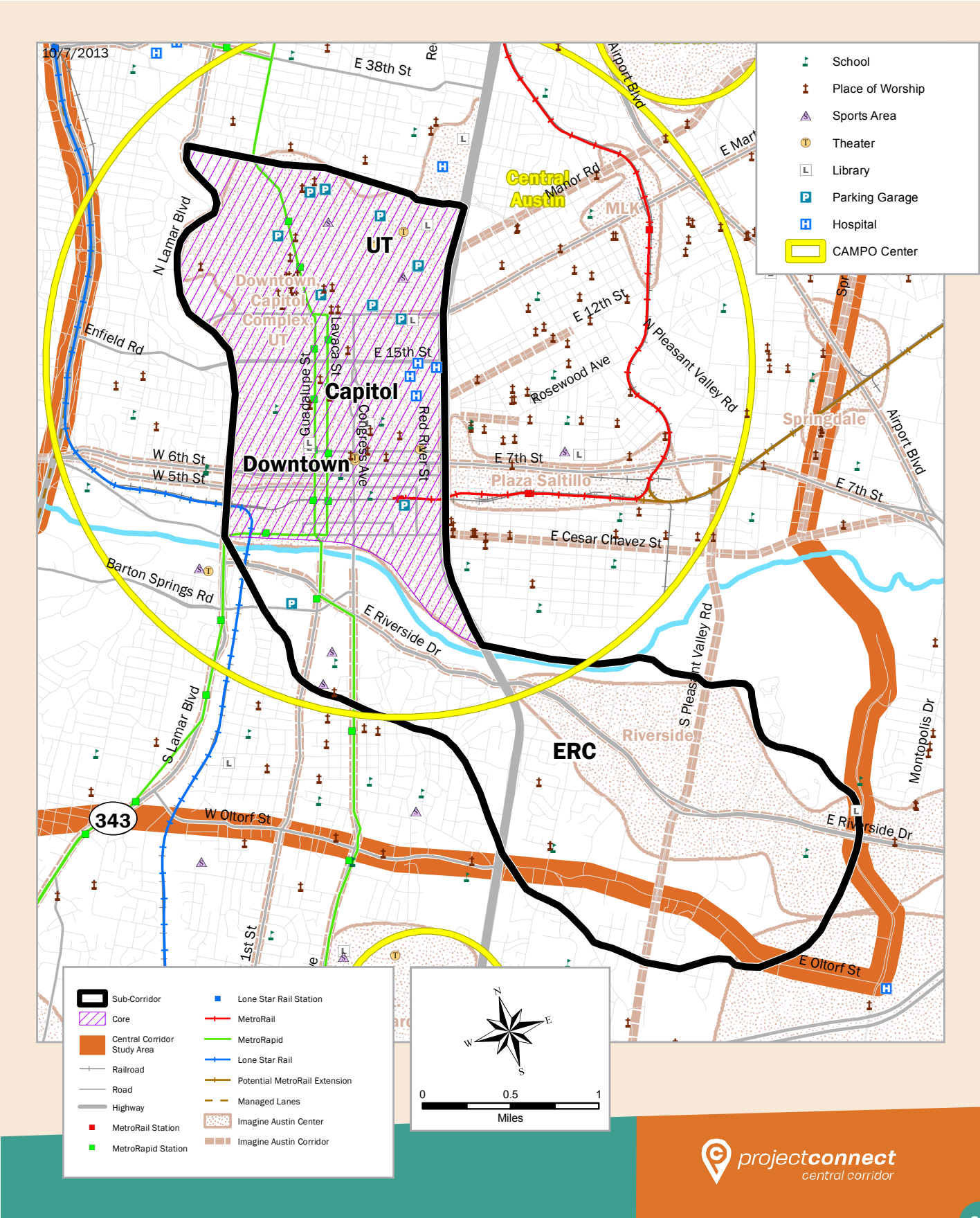
Number of Imagine Austin Centers	3
Area (sq. mi.) of Imagine Austin Centers	1.43
Number of Imagine Austin Corridors	4

### Population and Employment

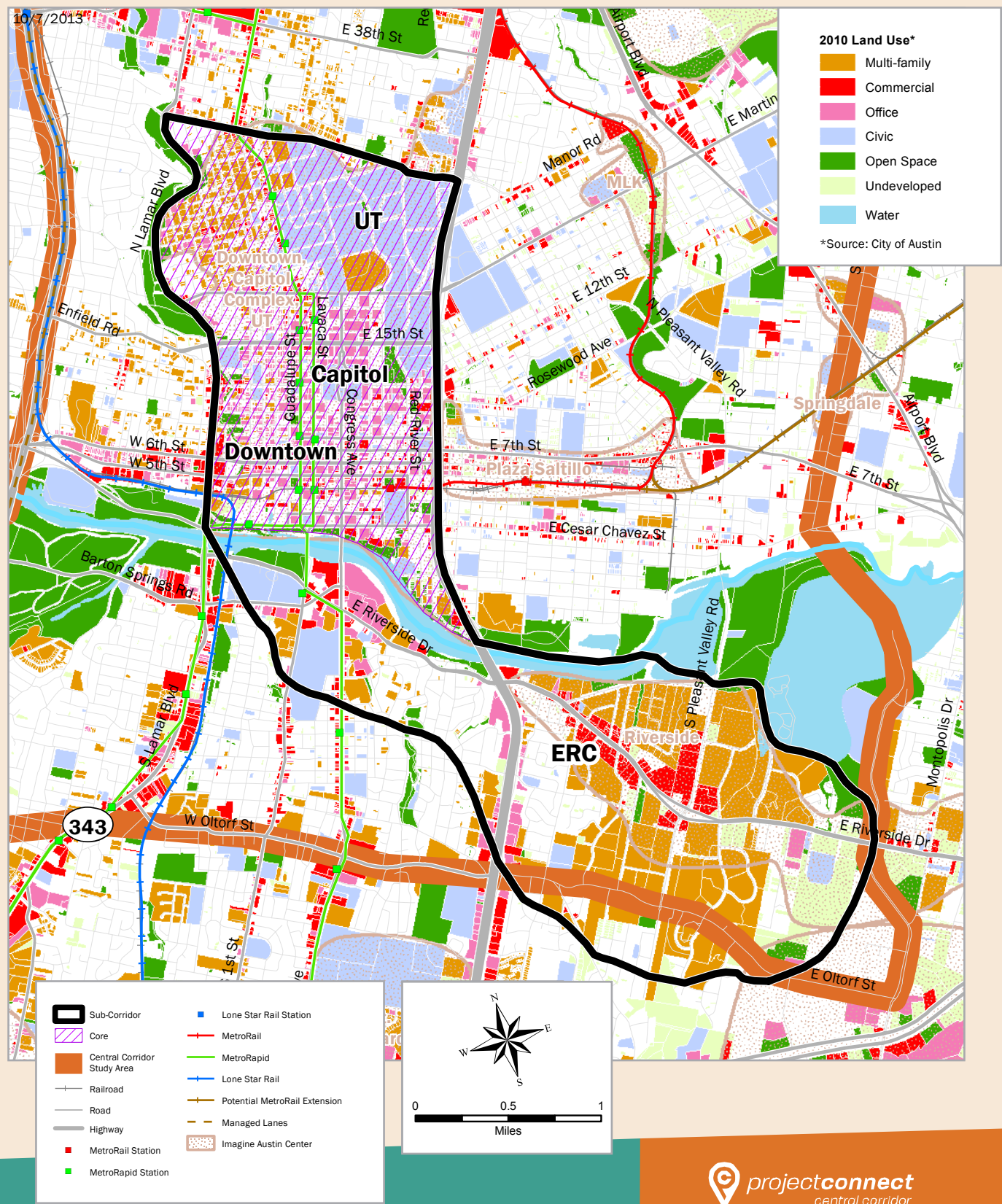




SUB-CORRIDOR DEFINITION PACKAGE ERC

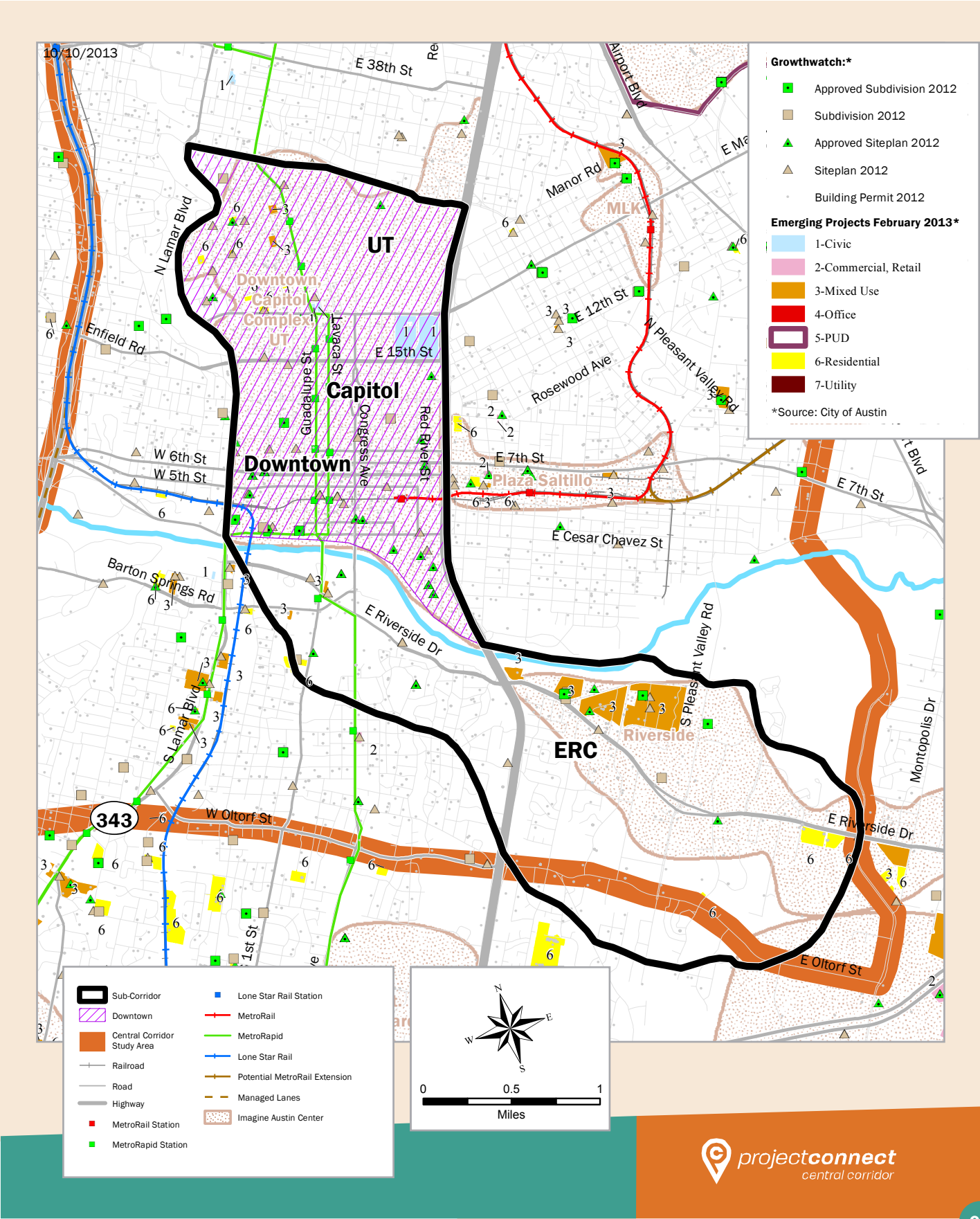


SUB-CORRIDOR DEFINITION PACKAGE ERC

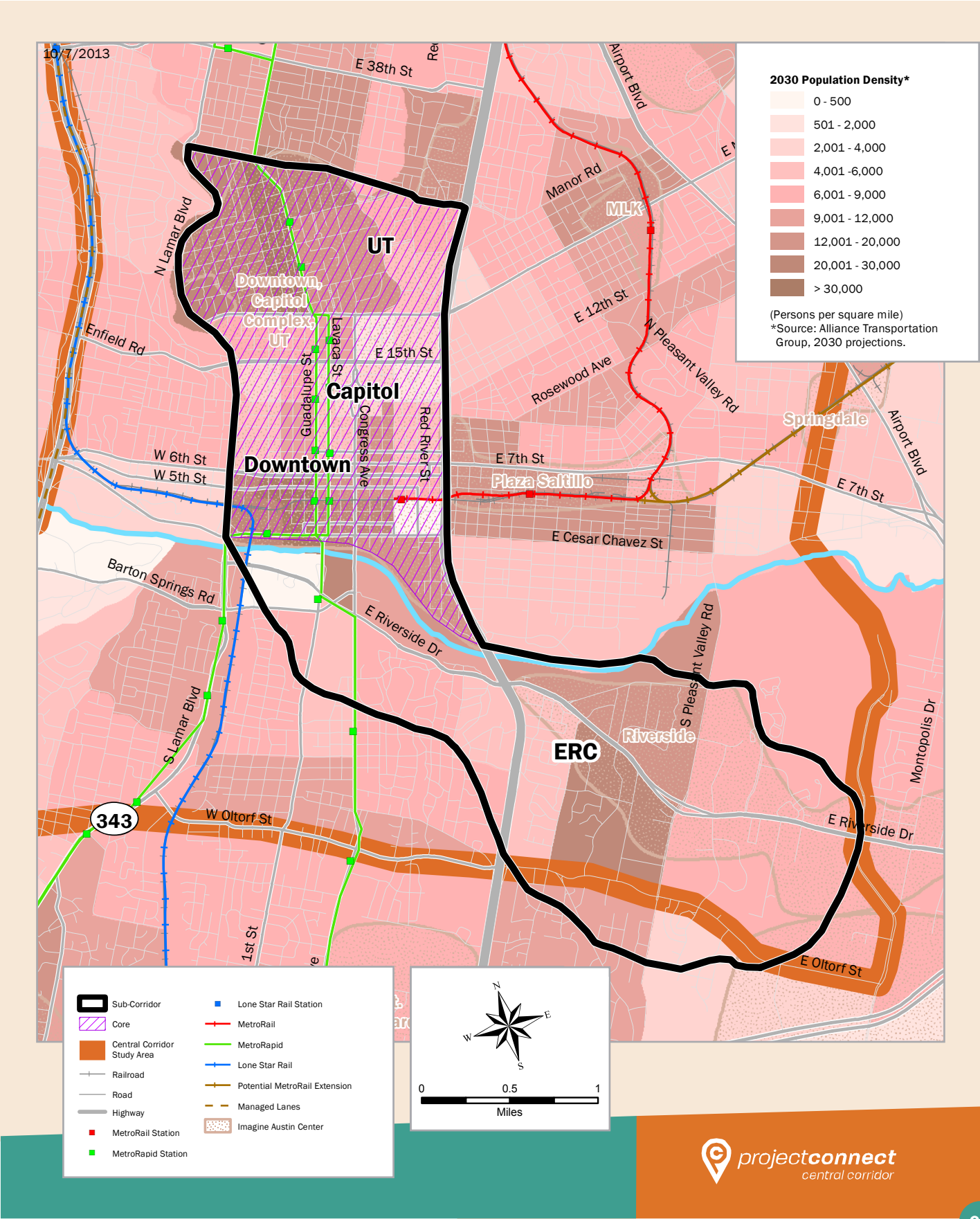




SUB-CORRIDOR DEFINITION PACKAGE ERC

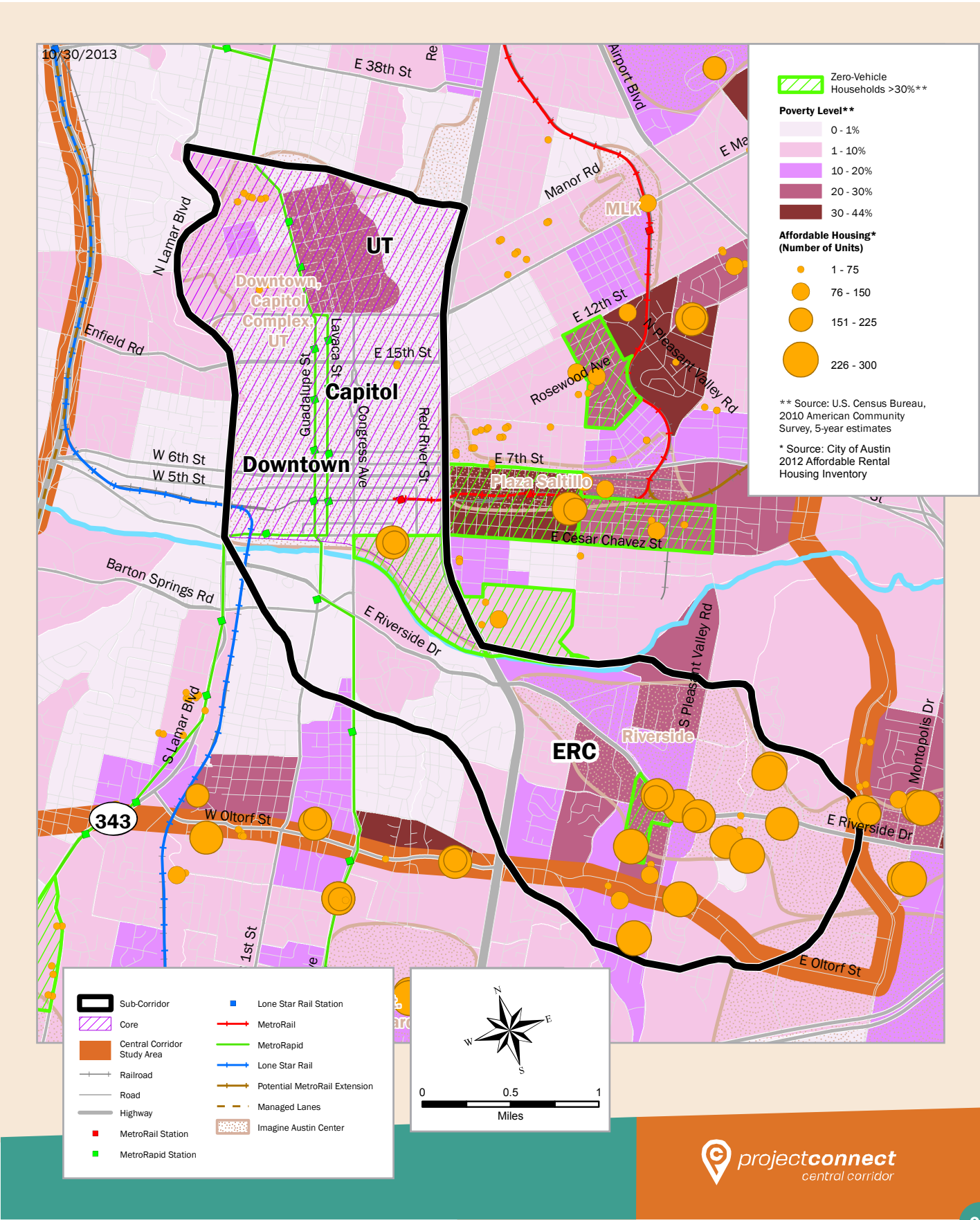


SUB-CORRIDOR DEFINITION PACKAGE ERC

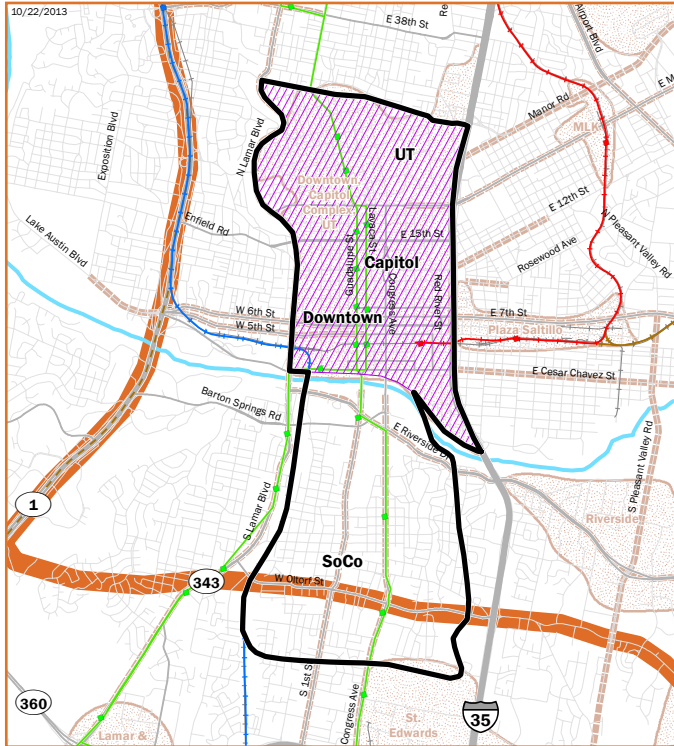




SUB-CORRIDOR DEFINITION PACKAGE ERC



# SOCO



## System Accessibility

Zero-Car Households (2010)	11.1%
Population Below Poverty Level (2010)	7.9%
Population over 65 (2010)	6.3%

## TRANSIT RIDERSHIP

Daily Bus Boardings ..... 3,934

Number of Stops ..... 98

Daily MetroRail Boardings .... NA

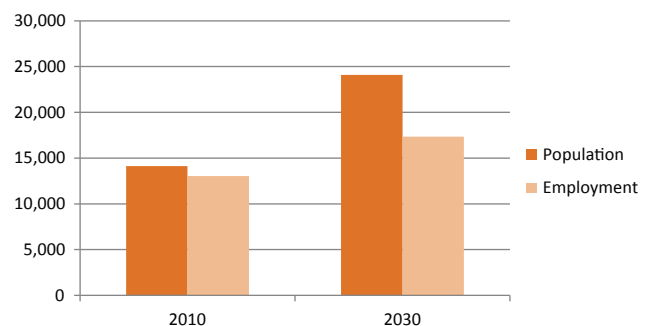
## FAST FACTS

- Total area: 2.92 square miles
- Ann and Roy Butler Hike and Bike Trail, Palmer Events Center/Long Center, St. Edward's University (just outside of sub-corridor)
- Major employers: Gila Corporation, Austin American-Statesman
- Second-highest 2010 employment; third-highest 2030 employment; third-highest 2030 employment density

Total Households  
(2010)  
7,157

Total Affordable  
Housing Units  
(2010)  
893

## Population and Employment





## SOCO (continued)



South Congress Avenue, which anchors the SoCo sub-corridor, is a bustling street at all times of day. (Photo credit: Thelonius Gonzo, CC BY 2.0. Source: flickr.)

### Congestion Criteria

**2010\***  
 Congested  
 Lane Miles.....7.19  
 % Total  
 Congested  
 Lane Miles.....14%

**2030**  
 Congested  
 Lane Miles.....11.27  
 % Total  
 Congested  
 Lane Miles.....22%

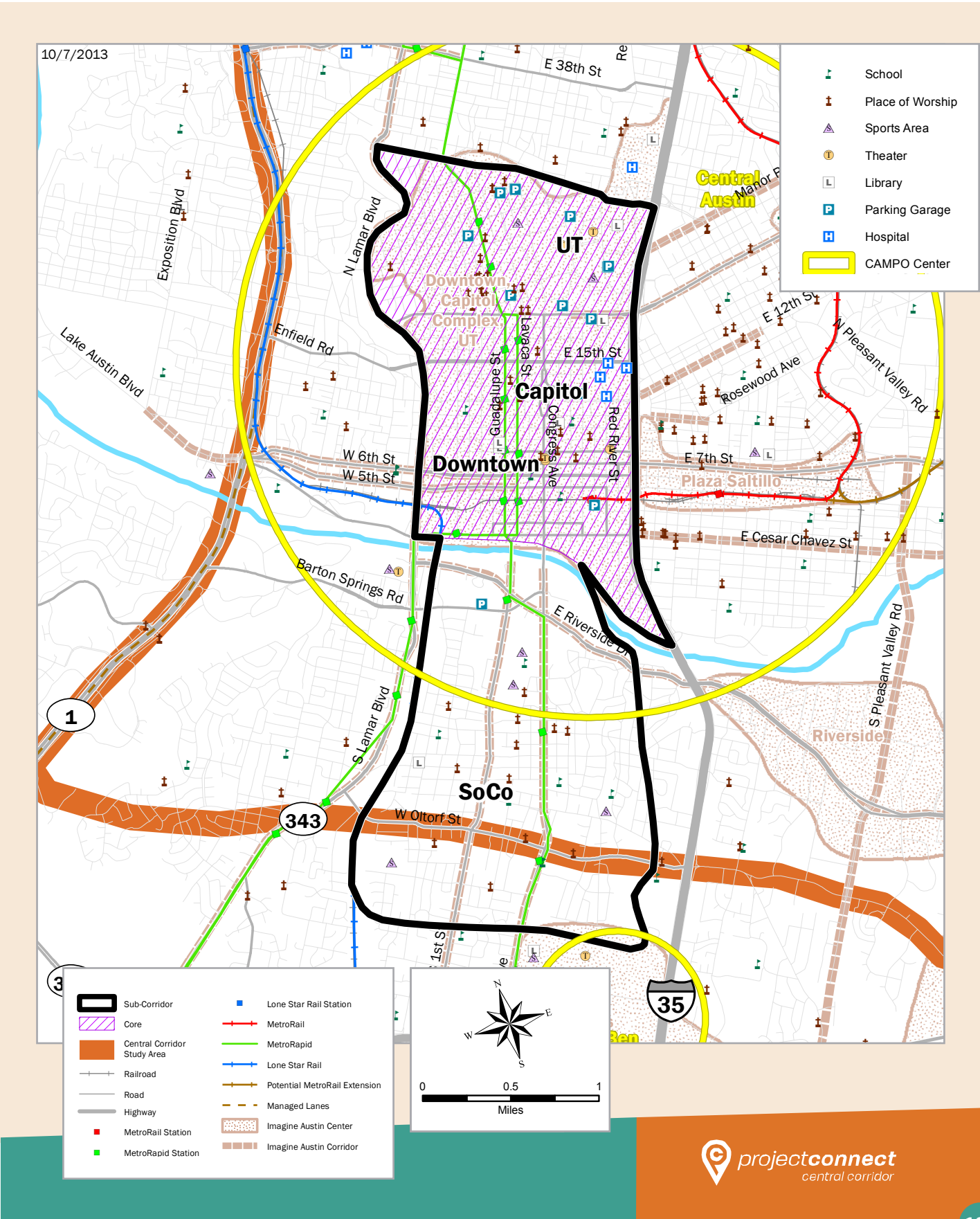


\* Includes severely congested and congested lane miles as designated by CAMPO

### Imagine Austin Centers

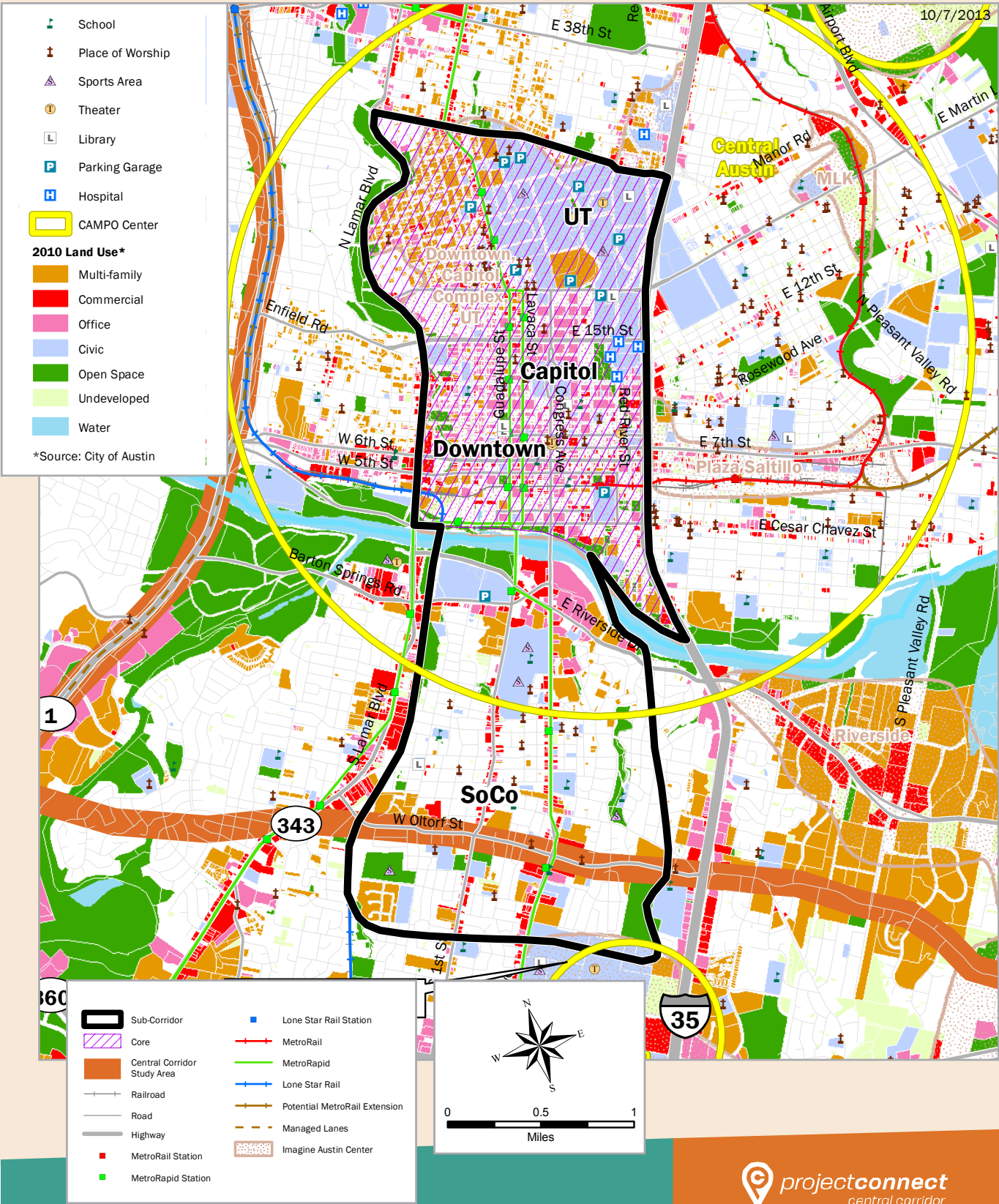
Number of Imagine Austin Centers	2
Area (sq. mi.) of Imagine Austin Centers	0.07
Number of Imagine Austin Corridors	3

SUB-CORRIDOR DEFINITION PACKAGE SOCO

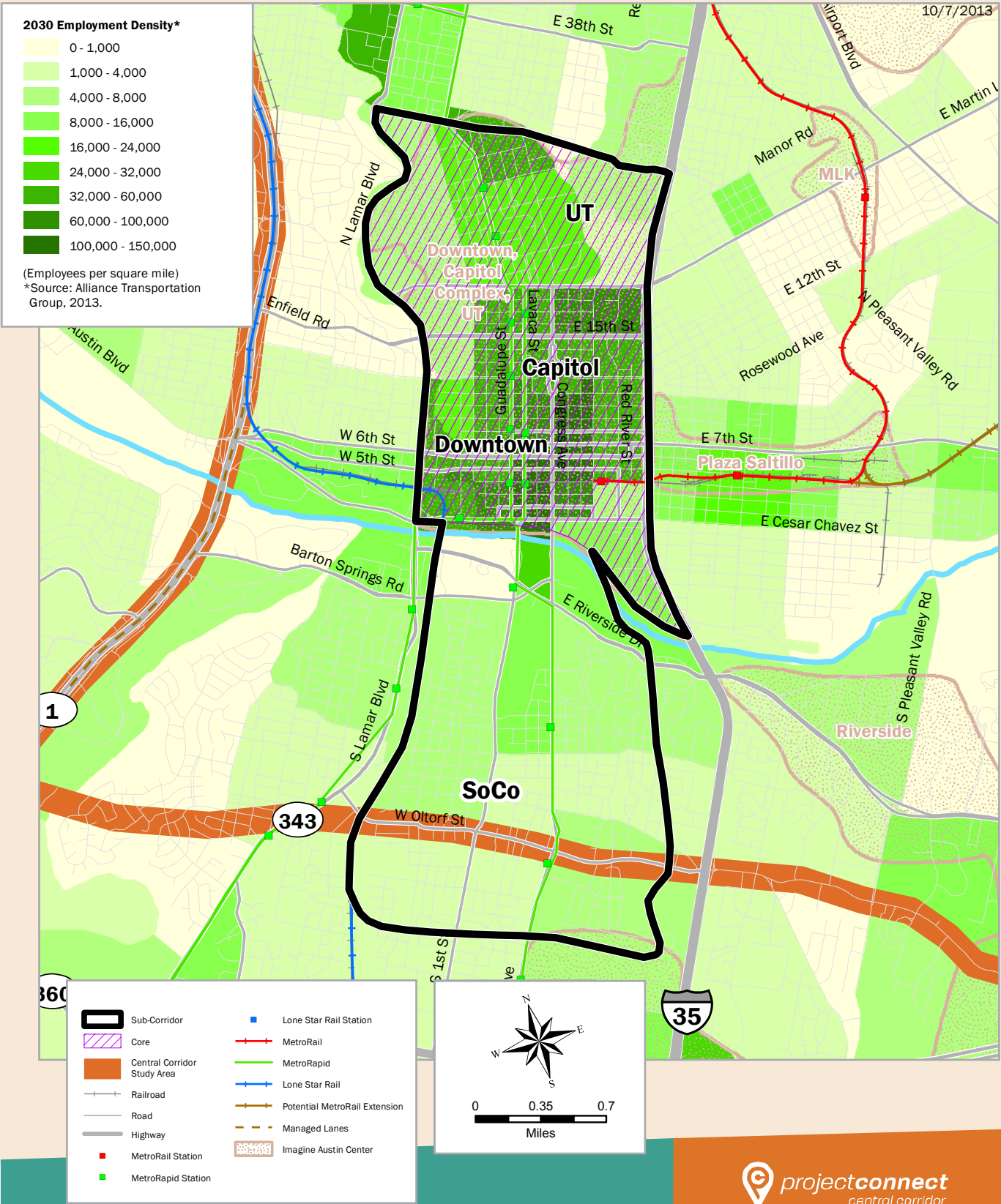




SUB-CORRIDOR DEFINITION PACKAGE SOCO

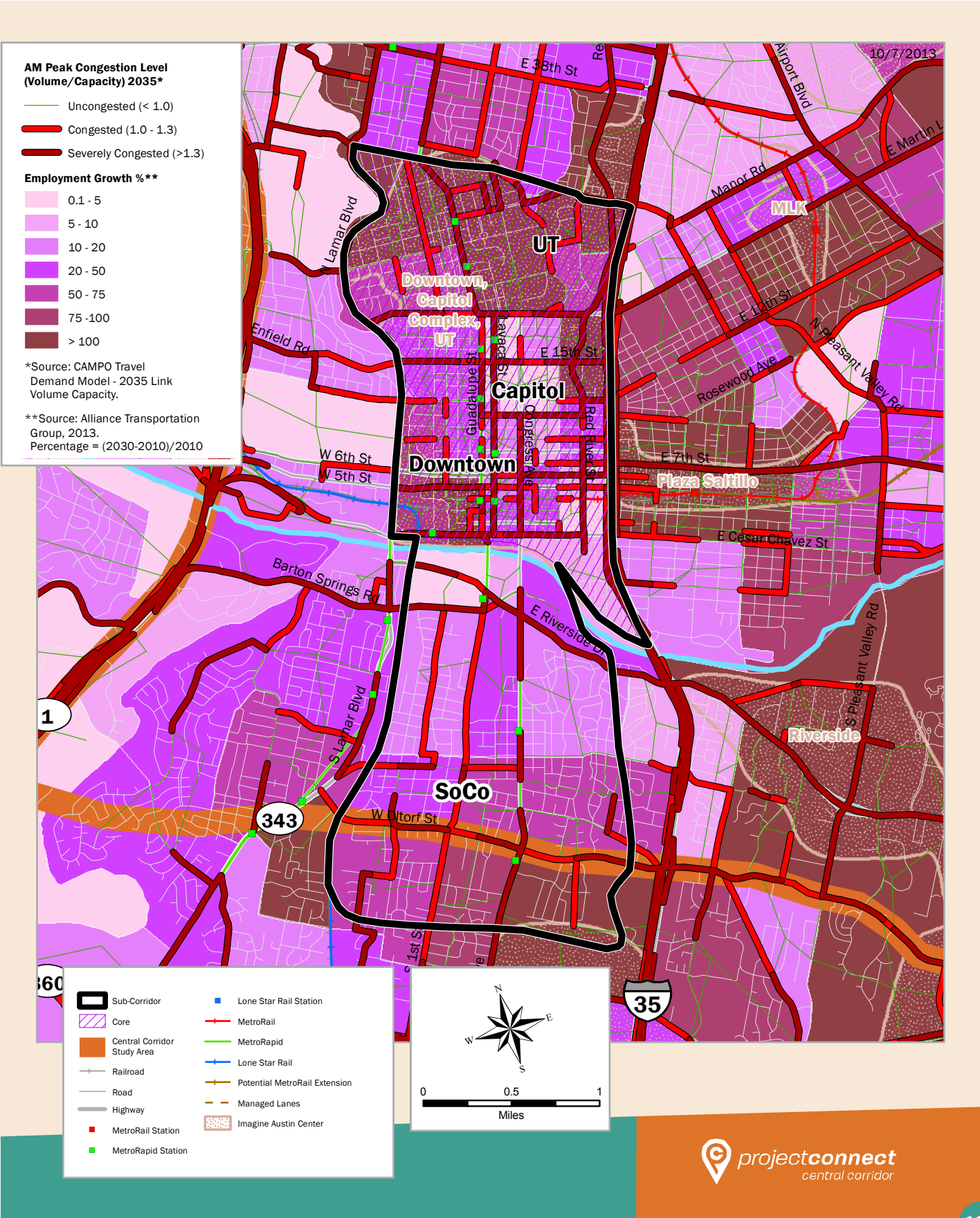


SUB-CORRIDOR DEFINITION PACKAGE SOCO

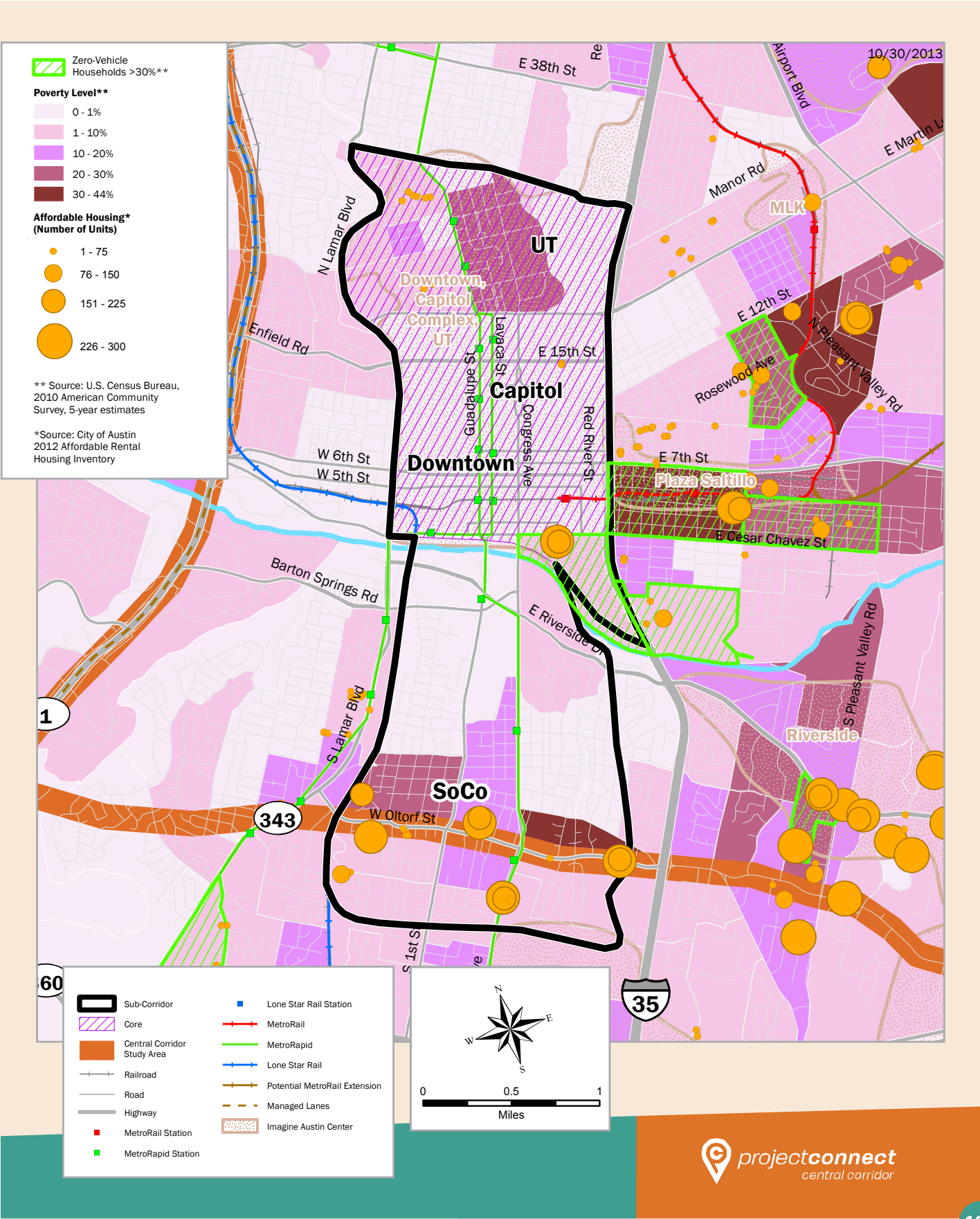




SUB-CORRIDOR DEFINITION PACKAGE SOCO



SUB-CORRIDOR DEFINITION PACKAGE SOCO





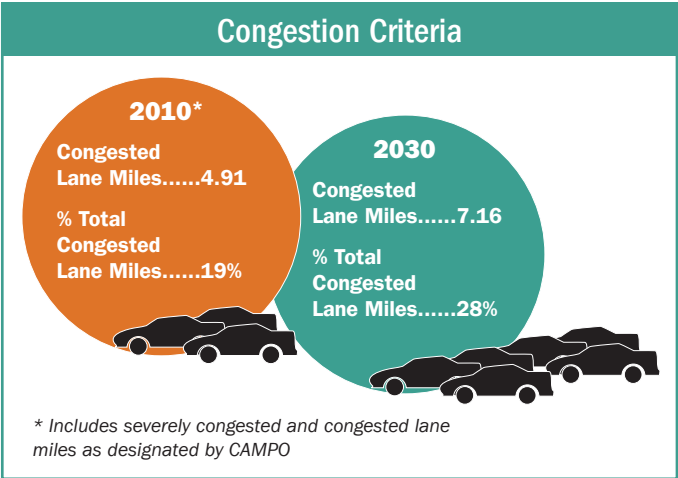


- Total Affordable  
Housing Units  
(2010)  
146**

# SOLA (continued)



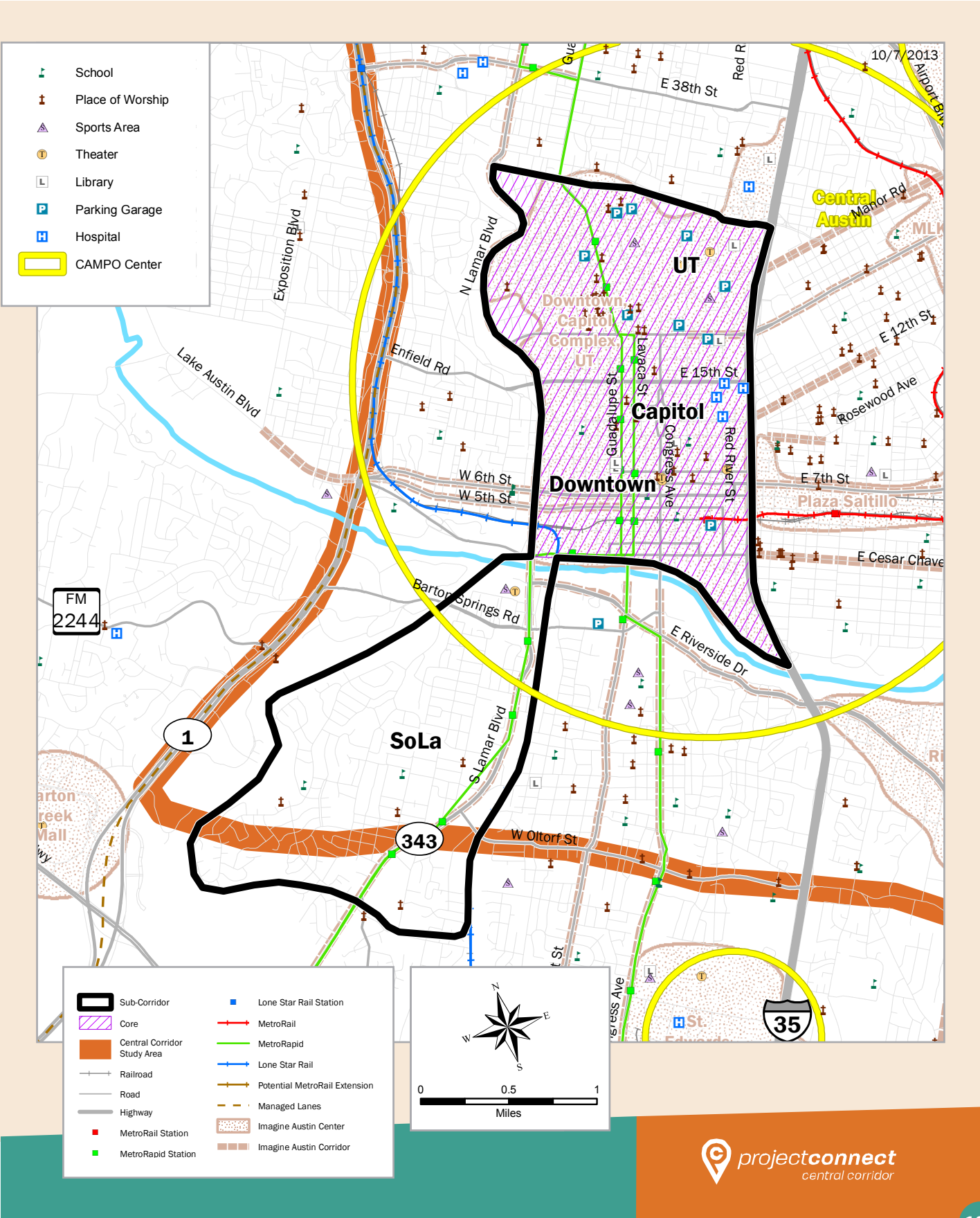
New housing developments are rapidly appearing along South Lamar Boulevard (Source: City of Austin).



Imagine Austin Centers	
Number of Imagine Austin Centers	1
Area (sq. mi.) of Imagine Austin Centers	0
Number of Imagine Austin Corridors	2



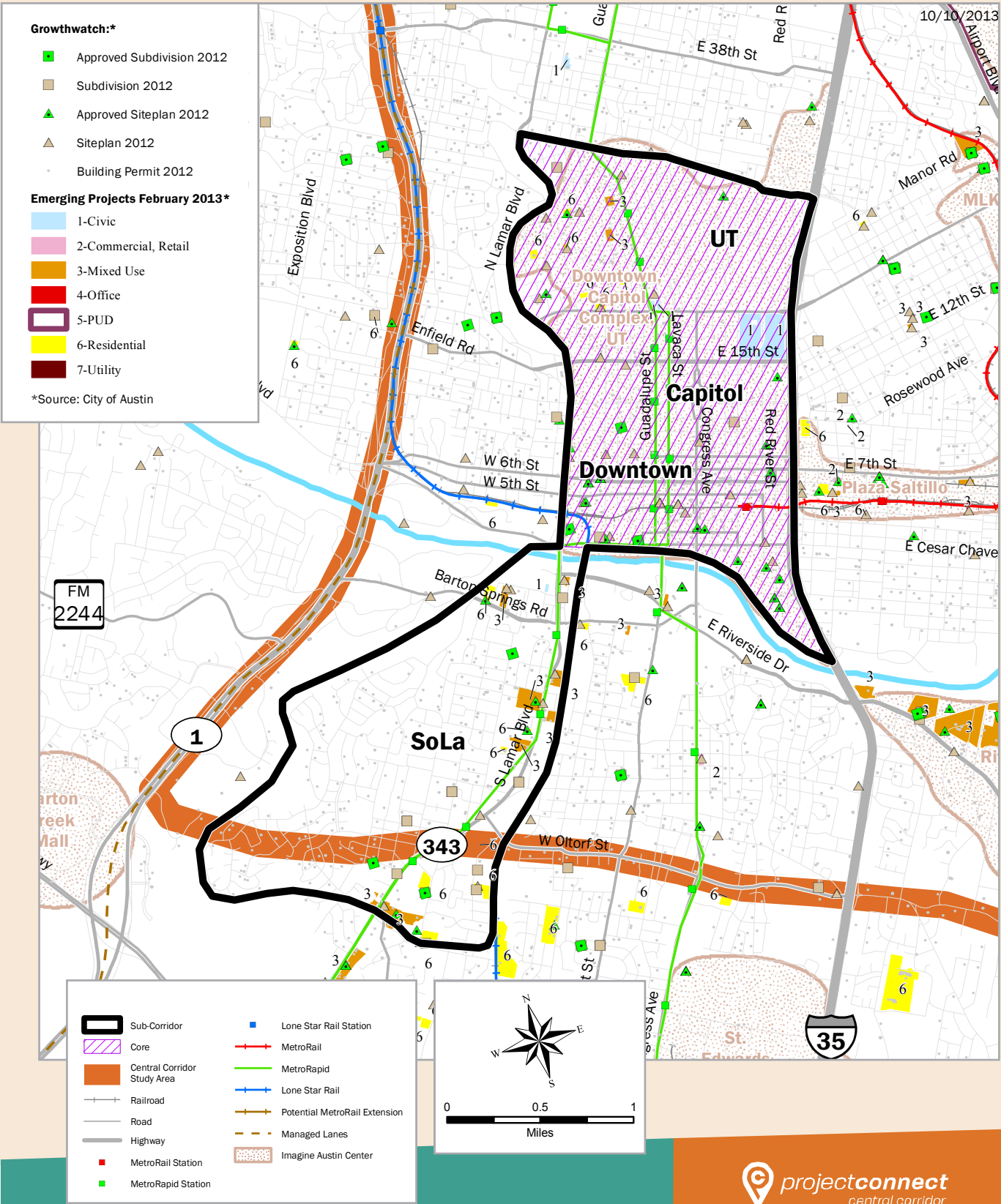
SUB-CORRIDOR DEFINITION PACKAGE SOLA







SUB-CORRIDOR DEFINITION PACKAGE SOLA



## SUB-CORRIDOR DEFINITION PACKAGE SOLA

